SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

SAN ANTONIO, HOUSTON, DALLAS and AUSTIN DIVISIONS

SPECIAL INSTRUCTIONS

No. 1

EFFECTIVE SUNDAY, DECEMBER 18, 1960
AT 12:01 A. M.
CENTRAL STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

J. W. KRAEMER,
Superintendent, San Antonio Division.

S. E. TANNER,
Superintendent, Houston Division.

J. D. RAMSEY,
Superintendent, Dallas and Austin Divisions.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE A. Employees must have a copy of Rules and Regulations of the Transportation Department, effective July 1, 1960.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearances on yard and station tracks on the division, and employes must be familiar with their location and avoid personal injury.

RULE 5. At stations where there are two or more sidings, eastward trains must take most westerly siding and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, timetable bulletin, special instructions, or the movement made under flag protection.

RULE 10-G. On the

Rockport Branch,
Guy Branch,
Waco Branch,
Eagle Pass Branch,
Port Lavaca Branch,
Paris Branch,
Cameron Branch,
Gonzales Branch,
Palacios Branch,
Palestine Branch,
Shiner Branch,
Galveston Branch,
Kerrville Branch (only between Tower 112 and Kerrville), Victoria Subdivision, only between Brownsville and Edinburg Junction and between Edinburg Junction and McAllen, between the hours of 8:00 AM and 6:00 PM, Yoakum Branch (only between Cuero and Kenedy), Cuero Branch (only between Cuero and Stockdale), Llano Branch (only between Fairland and Llano), Jacksonville Branch (only between Briggs and Bonita Jct.), Austin Branch (only between Giddings and Hempstead),

during repairs to track or structures, an unattended red flag by day and, in addition, a red light by night will be displayed to the right of track in direction of approach, 1,000 feet from point of obstruction or from where track is impassable, a torpedo and yellow signal will be placed one mile in advance of red signals. Trains and engines will be governed by Rule 10-G of Rules and Regulations of the Transportation Department, or instructions from Foreman in charge of work.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of the siding in direction of approach. If clearance between siding and main track does not permit display of these signals to right of the siding in direction of approach, signals may be displayed to the left of the siding. Display of these signals to the left of a siding in direction of approach must be respected as though they were displayed in accordance with these rules.

RULE 10-H. On the

Kerrville Branch,
Cuero Branch,
Shiner Branch,
Waco Branch,
Eagle Pass Branch,
Rockport Branch,
Port Lavaca Branch,
Palestine Branch,
Cameron Branch,
Gonzales Branch,
Yoakum Branch,
Guy Branch,
Paris Branch,

Victoria Subdivision (only between Brownsville and Edinburg Junction and between Edinburg Junction and McAllen), Palacios Branch (only between Newgulf and Palacios), Llano Branch (only between Fairland and Llano), Austin Branch (only between Giddings and Hempstead),

a green metal sign by day, and in addition a green light by night, will not be displayed to the right of each track at the limit of restriction. Instead, limit of restriction will be indicated by a yellow signal displayed to the left of track in direction of approach. Speed may be resumed when engine reaches the yellow signal so displayed, or when it is known by engineer that rear of train has passed the limit of restriction as specified in train order or timetable bulletin.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on the:

Eagle Pass Branch
Kerrville Branch
Gonzales Branch
Palacios Branch
Palestine Branch
Paris Branch
Cameron Branch
Waco Branch

Certain signs have the words "SPRING SWITCH" "TURNOUT" or "DRAWBRIDGE" above and below the figures. Such signs indicate the speed that must not be exceeded while the entire train is passing over the spring switch, turnout or drawbridge, three-fourths mile beyond the speed sign.

RULE 14(k). On double track, whistle signal 14(k) must also be sounded to call attention of engine crews and train crews of trains of the same class and of inferior trains moving in the opposite direction, to signals displayed for a following section.

RULE 14(l). In some towns where there are two or more road crossings in close proximity, standard whistle board bearing letter "X" may have sign beneath it showing number of crossings involved and whistle must be sounded for each crossing in compliance with engine whistle signal 14 (l).

RULE 19. When oil-burning markers are used, only one marker will be displayed.

Certain passenger cars have supplemental roofline markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

Markers will not be displayed on the following branch lines:

Palacios Branch
Port Lavaca Branch
Yoakum Branch
Cuero Branch
Gonzales Branch
Rockport Branch
Paris Branch
Cameron Branch

RULES 21, 21-A, 21-B, 21-C. Will not apply on trains operating on the following branches:

Palacios Branch
Port Lavaca Branch
Yoakum Branch
Cuero Branch
Eagle Pass Branch
Gonzales Branch
Rockport Branch
Cameron Branch
Paris Branch

RULE 99-C. Will apply on the:

Jacksonville Branch
Austin Branch
Port Lavaca Branch
Fort Worth Branch
Llano Branch
Guy Branch
Waco Branch
Bellaire Branch
Galveston Branch
Paris Branch
Shiner Branch

Palacios Branch (only between Newgulf and Palacios)
Victoria Subdivision (only between Tower 17 and Victoria)
Ennis Subdivision (only between Eureka and Hearne and between Ennis and Denison)
Lufkin Subdivision

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by dwarf signals displaying "Proceed" Fig. E or G, Rule 281, or "Proceed Not Exceeding Medium Speed" Fig. F or G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

KEY-RELEASES

Where automatic signal protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of the other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release has operated, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for the siding.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track. Within CTC limits train dispatcher's permission must be obtained before lock-box door is opened.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked."

Lock Lever must not be returned to lock position until all movements over the switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When a pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of electric lock. It is to be used only in case of electric or mechanical failure as indicated by failure of time-release to function after several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

MECHANICAL SWITCH LOCKS

After lock-box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after flag protection is provided.

RULE 605. INTERLOCKING

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed as such signals may govern movements for various routes.

RULE 765-A. The first sentence is amended to read as follows: "When track is obstructed or impassable or before Maintenance of Way and Structures employes obstruct track or in any way render track impassable between stations, foreman will obtain work limits and clock time limit between opposing absolute signals from train dispatcher unless protected by Form Y train order."

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 824. At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

RULE 829. If hot bearing, brakes sticking, wheels sliding, dragging equipment, insecure lading, or any other dangerous condition is detected or crew notified of such condition, train must stop, have inspection made by crew, and condition corrected, if possible, or other action taken to insure safety.

RULE 846. When making moves with a car or cars on main track within yard limits, a trainman must be stationed on rear car while in motion.

RULE 880. Competent firemen may be provided with a card, Form S-2209, issued by Road Foreman of Engines, permitting them to handle engines in the presence and under the direction of the engineer, responsibility remaining with the engineer, as follows:

1. In yard service not to exceed two hours in any eight hour shift, after fireman has had at least one year's experience.
2. In road freight service after fireman has had two year's actual service and at least one year in road service.
3. Firemen, regardless of experience, shall not be permitted to operate engines handling occupied passenger and outfit equipment.

RULE 883. Diesel engines are equipped with hand brake. When left unattended, except after arrival on designated relieving track at San Antonio and El Paso, hand brake must be set unless another employe is present to take charge of the engine. Care must be exercised to insure that hand brakes are released before moving. When handled by another engine, air brakes must be cut in and in service.

MISCELLANEOUS

When trains or engines meet or pass in vicinity of public crossings at grade, they must proceed WITH CAUTION and if necessary to avoid accident, STOP.

Cars, gross weight in excess of 251,000 pounds, must not be handled on the San Antonio, Houston, Dallas and Austin Divisions.

Cars, gross weight in excess of 210,000 pounds, must not be handled between Commerce and Paris.

Cars, gross weight in excess of 169,000 pounds, must not be handled between Fairland and Llano and between Rusk and Palestine.

Between Llano and Fairland, Marble Falls and Fairland, only single units of engines of class and number shown below are permitted to operate:

DF-2, DF-4, DF-9, DF-11	Engines 300 to 379
DS-5, DS-6	Engines 10 and 11
DS-111	Engines 95 to 104
DF-611	Engines 439 to 448
DF-612	Engines 449 to 458
DF-14	Engines 600 to 637

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in **SPEED RESTRICTIONS FOR TRAINS:**

NOMINAL CLASS	MPH
DP	75
DF-2 to 13, except	65
Units 351, 352, 353, 535, 536, 537, 538, 539	#70
Units 354, 355, 356, 357, 540, 541, 542, 543, 544, 545	75
DF-14 except	70
Units 608, 613, 614, 622, 629, 707, 711, 716, 721, 723	65
DF-115, 119, 126	60
DF-302	65
DF-400, 401, 402	65
DF-502	65
DF-600, 604, 607, 611 except	65
Units 425, 426, 427	70
DF-612	70
DF-601, 602 except	70
Units 241, 242, 245, 246, 249	65
DS-5	45
DS-6	60
DS-105, 109, 111, 112, 114	60
DS-300, 301, 302, 303	35

DS-300, 301, 302 and 303 engines must not exceed 25 MPH between the following points:

East Yard and Kerrville
Spofford and Eagle Pass
Corpus Christi & Skidmore
Alice and Brownsville
Eagle Lake and Sheridan
Wharton and Palacios
Cuero and Stockdale
Victoria and Port Lavaca
Yoakum and Kenedy
Waco and Bremond
Austin and Llano
Waco and Cameron
Miller and Nacogdoches
Commerce and Paris
Ennis Subdivision, between
MP 268.99 and MP 272.98
MP 337.94 and MP 337.98

DF-502 class engines are further restricted between points shown below:

San Antonio and Kerrville	15 MPH
Harwood and Gonzales	20 MPH
Corpus Christi and Skidmore	25 MPH
Gregory and Rockport	15 MPH
Skidmore and Alice (MP 42)	40 MPH
Alice (MP 42) and Brownsville	25 MPH
Eagle Lake and Sheridan	15 MPH
River Jct. and Kenedy	15 MPH
Port Lavaca and Victoria	15 MPH
Cuero and Stockdale	20 MPH
Wharton and Palacios	20 MPH
Bremond and Waco	25 MPH
Waco and Cameron	15 MPH
Salt Mine Spur	10 MPH
Austin and Fairland	25 MPH
Bonita Jct. and Briggs	30 MPH
Commerce and Paris	15 MPH

When operating DF-2 to 14 or DP unit with cab on opposite end from direction of movement or when any units are operated in multiple control with engineer in other than lead unit in direction of movement, speed of 30 MPH must not be exceeded.

#May be operated at 75 MPH when used with DP class A units.

DF and DP class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

DF-2 to 14 and DP class engines operated with engineer in other than the lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Maximum speed of trains handling engines in tow must not exceed speed for that engine.

All diesel units being towed in trains may be moved with engine shut down and, unless conditions make it desirable, such as movement of a disabled unit, a messenger will not be required. All diesel units towed in trains should have doors unlocked.

When two or more diesel switchers or road switcher type of similar construction to switchers are moved in tow in trains they must be separated by placing a car between them. Movement of other road type diesel units may be made with two or more units coupled if condition of track or structure will permit.

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL or 26L brake equipment, may be handled in any convenient location in train.

Diesel units in tow, weighing 150,000 lbs. or more and equipped with either 14EL, 6DS, 6BL, or 6SL brake equipment, must be located not more than five cars from head end of train to assure brakes release after brake application actuated near rear of train.

Diesel units weighing less than 150,000 lbs. must be placed near rear of train.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on Page 4, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on Page 5 of Special Instructions for All Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

NOTE: PROTECTED CURVES—SPEED SIGNS GOVERN UNPROTECTED CURVES—MAXIMUM SPEED—**70** MPH BETWEEN EL PASO AND WEST JUNCTION, CORSICANA AND HEARNE	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
BETWEEN	MPH	MPH	MPH
El Paso & Paisano, Alpine & West Junction	75	60	50
Paisano and Alpine	65	50	50
West Junction and Houston	75	60	50
West Junction and MP 0.5 (Via Harrisburg)	40	40	40
MP 0.5 and Englewood (Via Harrisburg)	20	20	20
Eagle Pass and Spofford	30	30	30
Kerrville and San Antonio	30	30	30
Gonzales and Harwood	20	20	20
Tower 17 and Beeville	49	49	45
Beeville and Skidmore	50	50	45
Skidmore and Alice	49	49	45
Alice and Lozano (MP 184)	45	45	45
Lozano (MP 184) and Brownsville	49	49	45
Edinburg Jct. and McAllen	45	45	45
Corpus Christi and Skidmore	40	40	40
Beeville and Tower 112	45	45	45
Rockport and Gregory	20	20	20
Eagle Lake and MP 50 (Bellaire Branch)	35	35	35
MP 50 and MP 20 (Bellaire Branch)	30	30	30
MP 20 and Bellaire Junction (Bellaire Branch)	35	35	35
MP 2.5 and MP 9 (Lufkin Subdivision)	40	40	40
MP 9 (Lufkin Subdivision) and Jordan	49	49	49
Harrisburg and Galveston	30	30	30
Victoria and Port Lavaca	20	20	20
Wharton Junction and Palacios	30	30	30
Nash Dome and Guy Junction	25	25	25
Stockdale and River Jct.	25	25	25
River Jct. and Victoria	40	40	40
Kenedy and River Jct.	30	30	30
Cuero and Yoakum	30	30	30
Sheridan and Eagle Lake	25	25	25
Denison and North Sherman Junction	60	60	50
North Sherman Junction & Miller	49	49	40
Miller and Corsicana	70	60	50
Corsicana and Hearne	75	60	50
Hearne and Eureka	70	60	50
Fort Worth and Garrett	45	45	40
Waco and Bremond	25	25	25
Austin and MP 94 Austin Branch	45	45	40
MP 94 Austin Branch and Giddings	49	49	40
Giddings and Hempstead	40	40	40
Llano and MP 76 Llano Branch	20	20	20
Marble Falls and Fairland	20	20	20
MP 76 Llano Branch and Austin	40	40	40
Flatonia and Giddings	60	60	50
Giddings and Hearne	49	49	49
Flatonia and Yoakum	30	30	30
Waco and Cameron	25	25	25
Bonita Junction and Briggs	40	40	40
Rusk and Palestine	20	20	20
Commerce and Paris	20	20	20

Between El Paso and West Junction and between Corsicana and Hearne, **when not handling** loaded or empty tank cars, or open-top cars (except TOFC) when lading projects above side or end walls of car, the maximum speed for freight and mixed trains is 65 MPH where not otherwise restricted, and on restricted curves speed signs for passenger trains will govern but not exceed 60 MPH.

Trains and engines must move WITH CAUTION on other than main tracks, not exceeding 15 MPH through turnouts, crossovers and other diverging tracks, and 10 MPH through slip (puzzle) switches.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH El Paso to West Jct., Flatonia to Hearne, Denison to Englewood, Englewood to Shreveport, Tower 17 to Yoakum Via Victoria and Cuero.	MPH on Main Tracks Victoria and Corpus Christi Subdivisions except between Tower 17 and Victoria.	MPH on other Main Tracks
Twin or multiple loads	50	50	25
Scale test cars	40	40	25
Cars with arch bar trucks	40	35	25
Steel pile-drivers	40*	25*	20*
Relief outfits with steam derrick	35*	25*	20*
Power shovel on own wheels	35*	25*	20*
Ditcher on own wheels	35*	25*	20*
Car-top ditchers, if blocking and tie-down cables are removed	35*	25*	20*
Air-dump cars (except T&NO 1000 to 1019 and SP 5100 to 5289)	35*	35*	20*
Locomotive cranes:			
With boom disconnected, heavy end forward	35*	25*	20*
With boom disconnected, light end forward	20*	20*	20*
With boom in place, either end forward	25*	25*	20*

Where maximum speed for freight and mixed trains is lower than shown above, maximum speed for freight and mixed trains will apply.

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH, speed must be reduced to 5 MPH less than shown on speed signs.

Maximum speed permitted with relief outfits with relief cranes T&NO MW 14, 16, 1099 or 1837 is 45 MPH on main track El Paso to West Junction, Flatonia to Hearne and Hearne to Corsicana. On restricted curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

Maximum speed permitted for T&NO MW 591, locomotive crane pile driver, on main track between El Paso and West Junction, Tower 17 and Alice, San Antonio and Beeville, Yoakum and Victoria via Cuero, Houston and Shreveport, Flatonia and Hearne, Englewood and Denison, and Galveston Branch, is as follows:

With boom detached and trailing—35 M.P.H.
With boom attached and trailing—25 M.P.H.
Boom must be trailing when handled in trains.

T&NO MW 591 must not be operated on other main track or branches unless specifically authorized by Chief Dispatcher, which authority will designate the maximum speed.

The maximum speed through the following sidings and turnouts is 25 MPH:

Toronto, west and east end siding
Altuda, west and east end siding—spring switch
Marathon, east end siding—spring switch
Shaw, west and east end siding—spring switch
Malvado, west and east end siding—spring switch
Shumla, west end siding—spring switch
East Yard, end of double track
Kirby, west end siding—spring switch
Luling, east end west siding—spring switch
Flatonia, west end (North siding)
west and east end (South siding)

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheeled cars not equipped with high speed trucks	60	60
Trains of deadhead passenger equipment with caboose	60	—
Passenger trains with caboose	60	
Engine and caboose only, except must not exceed speed for same engine running light	—	50
Logs loaded on flat or logging cars, except	—	25
on curves	—	20
through truss bridges and passing stations	—	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, train will reduce speed to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPECIAL INSTRUCTIONS—EL PASO TERMINAL

RULE 21(c). Train indicators on incoming trains may be displayed until arrival of engine on enginehouse track at El Paso, except those arriving Union Depot.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	" (No. 1 Track)	
	" (Carrizozo Subdivision)	1300.54
	" (T&NO Tracks)	820.00

Freight trains must not enter receiving tracks unless proceed signal received from yardman, green flag by day, green light by night.

RULE 98. Railroad crossings at grade not interlocked:

T&P yard track crossing River track near foundry. Movements over this crossing may be made only after flagman has preceded the movement.

RULE 103-A. Automatic crossing warning device on No. 3 track at Globe Mills is not connected with two industry tracks at Globe Mills and flagman must precede any movement over crossing on either of these two tracks.

Ashley: State Highway crossing on Fort Bliss spur. Approach circuits of automatic crossing warning device indicated on rail joints on each side of crossing. When these circuits are occupied and crossing is not entered within one minute signals cease to operate.

To operate or restart signals, insert switch key in either of the KEY RELEASE boxes located on each signal mast and turn SLOWLY one complete turn to right.

RULE 104. Split point derail in B, C and D units are located on west end of tracks Nos. 16, 17, 18, 29, 33, 34 and west end of lead opposite PFE salt house.

RULE D-151. Between Ice House Crossover, MP 1320.90, and El Paso (Union Depot) the three main tracks are designated as follows:

North track..........No. 1 Track, current of traffic westward;
Middle track..........No. 2 Track, current of traffic eastward;
South track..........No. 3 Track, current of traffic eastward.

Eastward trains may use No. 2 Track or No. 3 Track being governed by block signal indication.

RULE 292. Eastward trains and engines en route Alfalfa unit must not pass Signal 8232 while flashing white light on signal mast is displayed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

When Signal 8263 displays stop indication westward trains and engines must sound one long blast of engine whistle and if signal fails to display proceed indication after whistle is sounded, call signal operator at Tower 47 before applying Rule 509(d).

Signals 8231 and 8233 located on signal bridge west end Alfalfa unit govern movements as follows:

Signals 8231 governs movement on Westward Track.

Signal 8233 governs movement from drill track to Westward Track.

Westward trains or engines stopped by Signal 8231 must actuate push button, wait 45 seconds and if signal does not display a proceed indication may proceed under the provisions of Rule 509(d).

Westward trains or engines leaving Alfalfa unit from drill track and stopped by Signal 8233 may, provided no westward movement is approaching on Westward Track, actuate push button and, if after waiting 2 minutes and 50 seconds, signal does not display a proceed indication, may proceed under the provisions of Rule 509(d) after first complying with Rule 513.

Signal 8226 located west of facing point crossover from Eastward Track to Westward Track Alfalfa unit governs movements as follows:

Top unit governs movement on Eastward Track;
Bottom unit governs movement into yard.

Both crossovers and lead switch into yard must be lined before signal will display "Proceed on Diverging Route at Restricted Speed".

When Signal 8226 displays stop indication an eastward train or engine to enter Alfalfa unit at this location may, after stopping, proceed at restricted speed if proceed signal received from yardman, green flag by day, green light by night, which will indicate protection on Westward Track has been provided in the directions necessary to safeguard movement.

Signals 8223 and 8225 located on signal bridge Alfalfa unit (near Little Flower Road) govern movements as follows:

Signal 8223 governs movement on Westward Track;

Signal 8225 governs movement from yard to Westward Track and will not display any indication unless crossovers are lined for movement from yard to Westward Track.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Alfalfa unit	West end of crossover from drill to Westward Track	Westward Track

RULE 605. INTERLOCKING

Ice House Crossover, MP 1320.90: Eastward SA signal governs movement as follows:

Top unit..........To No. 3 Track;
Bottom unit..........To No. 2 Track.

When signal displays stop indication a member of crew must call signal operator at Tower 196. Telephone located on instrument case.

Dual control switch under control of signal operator at Tower 196. When necessary to hand-throw this switch, permission must be obtained from signal operator and be governed by Rule 772.

El Paso (Union Depot) Tower 196: Limits on No. 1 Track and No. 2 Track extend from Signal 8299 to westward interlocking signal near (T&NO) MP 828.20 and No. 3 Track from east end Union Depot yard to Campbell street overpass.

Yardmaster Union Depot will inform signal operator when passenger trains are ready to leave; when yardmaster not available, conductors will furnish this information.

Whistle signals:

Main track movements in either direction with current of traffic —,

Movements between No. 1 Track, No. 2 Track and No. 3 Track (Union Depot) o — o,

Other main track movements in either direction against current of traffic o — —.

Tower 47: Limits on No. 1 Track and No. 2 Track extend from eastward interlocking signals near (T&NO) MP 828.20 east of trainway to westward interlocking signals at (T&NO) MP 827.40 and on Carrizozo Subdivision to absolute signal at MP 1297.60.

Westward three-unit signal at MP 1297.60 Carrizozo Subdivision governs movements as follows:

Top unit..........Westward to No. 1 Track;
Middle unit..........Eastward to T&NO Double Track;
Bottom unit..........To other diverging routes.

Eastward two-unit signal at connection with Carrizozo Subdivision and T&NO Double Track governs movement as follows:

Top unit..........To Westward Track against current of traffic;
Bottom unit..........Through crossover to Eastward Track.

Dual control switches connecting T&P yard between River track and River track with T&P lead are under the control of signal operator. When necessary to hand-throw these switches, permission must be obtained from signal operator and be governed by Rule 772. Crank to operate switches and telephone for communication with signal operator are located on instrument house at San Antonio street crossing.

Whistle signals:

Main track movements in either direction with current of traffic —,

Main track movements in either direction against current of traffic — o,

C unit eastward — o — o,
C unit westward — o —,
D unit eastward o — — o,
D unit westward o o — —,
To T&P Ry main track o o — o,
Westward to A and B units o — o o,
To E unit — — o o,
Eastward to A and B units o — o,
From C and D units to Carrizozo Subdivision — o o —,
From A and B units to Carrizozo Subdivision — — — o,
From T&NO Westward Track to Carrizozo Subdivision o o o —,
From Carrizozo Subdivision to T&NO Eastward Track o o o — o,
From Carrizozo Subdivision to C and D units o — —,
From Carrizozo Subdivision to A and B units o o — — o,
From any point to SP shop lead eastward o o — — o o,
From SP roundhouse lead eastward o — — o o.

GENERAL REGULATIONS

RULE 825. Before engine is detached in A, B, C and D units at least 5 hand brakes must be set on east end and 5 hand brakes on west end of trains and cuts of cars. Any employe releasing any of these brakes must first set as many others to replace them.

Hand brakes on cars on rear of outbound trains must not be released until engine is coupled to train and air through train.

Sufficient hand brakes must be set on all trains arriving Union Depot when portion of train is left beyond apex of the grade at east end of Union Depot yard.

MISCELLANEOUS

29. The El Paso Terminal is under the jurisdiction of the Superintendent of the Rio Grande Division.

Within the limits of El Paso Union Depot Company's yard, employes are subject to the Rules and Regulations of that company.

The main tracks between El Paso (Union Depot) and Tower 47 are designated:

North track	No. 1 Track;
Middle track	No. 2 Track;
South track, between Union Depot and Campbell Street overpass	No. 3 Track.

SPEED RESTRICTIONS ON MAIN TRACK	Not Exceeding MPH
Between west limits Tower 196 (T&NO) MP 829.90 and Dallas Street, (T&NO) MP 827.71	20
Between Dallas Street, (T&NO) MP 827.71 and east limits Tower 47 Carrizozo Subdivision MP 1297.76	15
Between Dallas Street (T&NO) MP 827.71 and east limits Tower 47, (T&NO) MP 827.40	15
Between MP 820.0 and MP 827.4	30
Between Belen and MP 820.0	60

SPEED RESTRICTIONS ON OTHER THAN MAIN TRACK	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except	15
Through slip switches	10
Through turnouts on other than sidings	10
On all turnouts listed below:	
West turnout Ice House Crossover	30
East turnout Ice House Crossover	20
West lead B unit	10
Industry tracks	10
Repair, store and material tracks, shop yard	10

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward	
619.68	0.04 (P&SF only)

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
1319.87	El Paso (No. 2 Track)	
1291.54	El Paso (No. 1 Track)	
	El Paso (Carrizozo Subdivision)	1300.54
	El Paso (Valentine Subdivision)	820.00
670.31	Valentine	665.96
634.82	Marfa	629.84
610.00	Alpine	604.00
577.98	Marathon	574.19
517.61	Sanderson	504.40

RULE 104. Valentine: Normal position of inside crossover switch east end of yard is for No. 1 track.

Sanderson: Normal position of spring switch on tail track east end Sanderson Yard is lined for spur.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicators as follows:

On Signal	Approaching
Eastward Signals	
East End Siding	Sierra Blanca

RULE 221. Unit for display of flashing white light installed at following location:

Station	Location	Direction
Marathon	On train-order signal mast	Eastward and Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
P-A (East end siding McNary)	High water detector Bridge 767.49	P-7671
P-7670	High water detector Bridge 764.84	P-7629
P-7144	High water detector Bridge 713.60	P-7135
P-7046	Spring switch west end siding Collado and high water detector Bridge 704.27	
	Spring switch east end siding Collado and high water detector Bridge 704.27	P-7035
P-6432	Spring switch west end siding Aragon	
	Spring switch east end siding Aragon	P-6421
P-6266	Spring switch west end siding Nopal	
	Spring switch east end siding Nopal	P-6255
P-6142	High water detector Bridge 612.75	P-A
P-5986	High water detector Bridge 597.80	P-5971
P-5922	Spring switch west end siding Altuda	
	Spring switch east end siding Altuda	P-5909
P-5660	High water detector at Bridge 564.54	P-5639
	Spring switch east end siding Marathon	P-5757
	Spring switch east end siding Haymond	P-5601
P-5600	High water detector Bridge 559.28	P-5585
P-5528	Spring switch west end siding Tesnus	
	Spring switch east end siding Tesnus	P-5515
P-5482	High water detector at Bridges 548.01 and 547.45	P-5463
P-5410	Spring switch west end siding Rosenfeld	
	Spring switch east end siding Rosenfeld	P-5401
P-5366	High water detector Bridge 534.82	P-5345
P-5332	Spring switch west end siding Longfellow	
	Spring switch east end siding Longfellow	P-5321
P-5322	High water detector Bridge 531.08	P-5311
P-5168	Spring switch west end tail track Sanderson	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time-Release
Altuda, west and east end of siding	3 mins.
Rosenfeld, west and east end of siding	3 mins.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Collado	West end siding	Main Track
Collado	East end siding	Main Track
Aragon	West end siding	Main Track
Aragon	East end siding	Main Track
Nopal	West end siding	Main Track
Nopal	East end siding	Main Track
Altuda	West end siding	Main Track
Altuda	East end siding	Main Track
Marathon	East end siding	Main Track
Haymond	East end siding	Main Track
Tesnus	West end siding	Main Track
Tesnus	East end siding	Main Track
Rosenfeld	West end siding	Main Track
Rosenfeld	East end siding	Main Track
Longfellow	West end siding	Main Track
Longfellow	East end siding	Main Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Sanderson	West end tail track	Main Track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	6686	Valentine	Proceed on main track to east end of yard.
1	6686	Valentine	Enter yard track No. 1.
2	6686	Valentine	Enter yard track No. 2.
3	6686	Valentine	Enter yard track No. 3.
M	6671	Valentine	Proceed on main track to west end of yard.
1	6671	Valentine	Enter yard track No. 1.
2	6671	Valentine	Enter yard track No. 2.
3	6671	Valentine	Enter yard track No. 3.
M	6074	Alpine	Proceed on main track to east end of siding.
S	6074	Alpine	Enter siding.
M	6065	Alpine	Proceed on main track to west end of siding.
S	6065	Alpine	Enter siding.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Between Belen and Sierra Blanca:

Limits extend between:

Absolute signals at fouling point end of double track Belen and absolute signals at T&P passenger junction, Sierra Blanca.

Signals controlled by train dispatcher, Houston.

Dual control switches are equipped with selector lever and hand-throw lever.

Hand-operated main track switches between Belen and Sierra Blanca are equipped with electric switch locks.

Within CTC limits between Belen and Sierra Blanca, trains may run extra without train-order authority but must obtain clearance before commencement of trip, if at an open train-order office.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

Movements through CTC controlled turn-outs and sidings, between Belen and Sierra Blanca, must not exceed 25 MPH.

Cars must not be left on storage track at Fabens without permission of the chief train dispatcher.

BETWEEN PAISANO AND ALPINE

Limits extend between:

Eastward absolute signal located 60 feet west of west switch of siding Paisano and westward absolute signal located just west of train-order office, Alpine.

Signals controlled by signal operator Alpine acting upon authority of the train dispatcher.

Main track switch west end siding Alpine is hand-operated and absolute signal is provided to govern movement from siding to main track; see Rule 774.

When authorized by absolute signal indication, a train from the P&SF Railway may enter main track at Paisano or Alpine Junction without stopping to ascertain what instructions relating to track conditions are in effect as prescribed by Rule 781.

Signal operator must not clear signals for a movement from P&SF Railway at Paisano or Alpine Junction until permission from train dispatcher has been obtained and the engineer informed of instructions relating to track conditions, if any.

Within CTC limits between Paisano and Alpine trains may run extra without train-order authority but must obtain clearance before commencement of trip, if at an open train-order office.

Dual control switches within these limits are equipped with a crank for hand-throw operation.

GENERAL REGULATIONS

RULE 825. Fabens: Freight trains opening crossings just east of station must leave walkways clear.

RULE 837. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes will be set, as follows:

Valentine —Not less than four brakes on west end;
Alpine Junction Transfer Tracks—Not less than ten brakes on east end.
Sanderson —Not less than ten brakes on east end.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
754.87	West of Small	Rocky Point Bridge	Side
756.75	East of Finlay	Quitman Canyon Bridge	Overhead & Side
619.10	East of Paisano	Rock Cut	Side
618.80	East of Paisano	Rock Cut	Side
515.90	Sanderson	Brackets on poles between main track and yard track No. 1	Overhead & Side
515.82	Sanderson	Brackets on poles between main track and yard track No. 1	Overhead & Side

SPEED RESTRICTIONS

Between MP 820.0 and MP 827.4	30 MPH
Between Belen and MP 820.0	60 MPH

Fabens: All trains must not exceed 50 MPH over street crossings between MP 800.38 and MP 799.55.

Valentine: First-class trains and extra trains operating through Valentine without stopping must run WITH CAUTION not exceeding 40 MPH between west and east switches.

Through corporate limits speed of trains restricted as follows:

Station	MPH
Marfa	45
Alpine	30

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

(For movements between west yard limit sign, San Antonio yard limits, and East Yard, also see Special Instructions, **San Antonio Yard Limits**)

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
Eastward		Westward	
506.55	0.10	379.36	0.41
301.17	0.50		
253.96	0.70		

Limit of restrictions imposed by speed signs; Kerrville Branch:

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
270.35	269.60	269.31	268.56	269.31	269.60

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
517.61	Sanderson	504.40
380.56	Del Rio	373.91
343.70	Spofford (Del Rio Line)	339.03
1.61	Spofford (Eagle Pass Branch)	
303.28	Uvalde	299.17
225.00	San Antonio	
	Eagle Pass	24.98
270.00	Boerne	268.75
242.40	San Antonio (Kerrville Branch)	

Eagle Pass: The main track ends at east switch of Industry Track serving Molasses Company at MP 32.52. All tracks west of this point are yard tracks.

Boerne: The main track ends at the City spur switch, MP 269.20, and at the west switch of the house track, MP 269.60. All tracks between those points are yard tracks.

Kerrville: The main track ends at Lumber Spur switch, MP 308.27. All tracks at and west of this point are yard tracks.

RULE 98. Railroad crossings at grade not interlocked:
MP 238.6 (Kerrville Branch)—I.-G.N. crossing.
MP 238.2 (Kerrville Branch)—M-K-T crossing.

RULE 103-A.

Del Rio, Main Street Crossing, (between Psgr. and Frt. Stations):

Train must not exceed 5 MPH approaching and until engine covers crossing. Before any light engine, switching, or coupling up crossing movement is made, member of crew must be stationed at the crossing to afford protection to traffic while movement is being made, using lighted fusee when conditions warrant.

Eagle Pass: Train and engine movements over Quarry Street must be protected by flagman.

Comfort: Trains and engines must approach grade crossing of Highway 87 at MP 289.9, WITH CAUTION, prepared to stop, and if necessary, flag protection for traffic will be afforded to avoid collision.

Trains and engines must approach all public crossings at grade at Kerrville, Comfort and Boerne with caution, and stop, if necessary, to avoid accident.

RULE 104. Sanderson. Normal position of spring switch on tail track east end Sanderson Yard is lined for spur.

The normal position of rigid switches at junctions:

Spofford stem wye switch Eagle Pass branch and west wye switch lined for movement Eagle Pass branch into yard track No. 2; east wye switch lined for through movement on Del Rio line.

RULE 211. Will apply when letter "M" is illuminated in letter-type indicator as follows:

On Signal	Approaching
4434	Langtry

RULE 221. Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Dryden	On train-order signal mast	Eastward and Westward
Langtry	On train-order signal mast	Eastward and Westward
Comstock	On train-order signal mast	Eastward and Westward
Sabinal	On train-order signal mast	Eastward and Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-4928	Spring switch west end siding Mofeta	
	Spring switch east end siding Mofeta	P-4915
P-4816	High water detector at Bridge 480.54	P-4799
P-4772	Spring switch west end siding Shaw	
	Spring switch east end siding Shaw	P-4759
P-4666	Spring switch west end siding Malvado	
	Spring switch east end siding Malvado	P-4653
P-4568	Spring switch west end siding Pumpville	
	Spring switch east end siding Pumpville	P-4557
P-4482	Falling rock detector west of Langtry and high water detector at Bridge 448.50	P-4465
P-4466	High water detector MP 445	P-4447
P-4448	High water detector MP 444	P-4435
P-4434	Spring switch west end siding Langtry	
	Spring switch east end siding Langtry	P-4423
P-4396	High water detector MP 438	P-4381
P-4326	Spring switch west end siding Shumla	
	Spring switch east end siding Shumla	P-4305
P-4284*	Dragging equipment detector High Bridge	
	Dragging equipment detector High Bridge	P-4279*
P-4212	Spring switch west end siding Lull	
	Spring switch east end siding Lull	P-4203
P-4172	High water detector Bridge 415.66	P-4157
P-4144	Spring switch west end siding Comstock	
	Spring switch east end siding Comstock	P-4133
P-4038	High water detector Bridge 403.60	P-4025
P-4024	High water detector Bridge 402.27	P-4005
P-3936	Spring switch west end siding Devil's River	
	Spring switch east end siding Devil's River	P-3925
P-3926 P-3928	High water detector MP 391.2	
P-3916	Falling rock detector between Devil's River and McKees and high water detector MP 391.2	P-3909
P-3896	Falling rock detector between Devil's River and McKees	
	Falling rock detector between Devil's River and McKees and high water detector MP 391.2	P-3889
	Spring switch east end Del Rio yard	P-3775
	Spring switch east end siding Spofford	P-3409
P-3020	Spring switch west end siding Uvalde	
	Spring switch east end siding Uvalde	P-3007
P-2794	Spring switch west end siding Sabinal	
P-2678	Spring switch west end siding D'Hanis	
P-2596	Spring switch west end siding Hondo	
P-2492	Spring switch west end siding Dunlay	
	Spring switch east end siding Dunlay	P-2479
P-2346	Spring switch west end siding LaCoste	
	Spring switch east end siding LaCoste	P-2335

*Signals P-4284 and P-4279 located each side Pecos River Bridge are equipped with unit for display of flashing white light; see Rule 292.

When signal displays stop indication and, in addition, flashing white light, train may proceed in accordance with Rule 507, 509 or 510, as the case may be.

When signal displays stop indication without flashing white light, before proceeding careful inspection must be made of entire train for derailed wheels, dragging equipment or other unsafe condition.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Release	Time-Release
Malvado, west and east end of siding	3 mins.
Shumla, west end of siding	3 mins.
Uvalde, west end siding	3 mins.
LaCoste, west and east end siding	3 mins.

Location of Mechanical Switch Locks:

Spofford — East leg of wye

RULE 516. Overlap posts:

Pavo	Eastward trains
Odlaw	Eastward trains
Hacienda	Eastward trains
Macdona	Eastward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Mofeta	West end siding	Main Track
Mofeta	East end siding	Main Track
Shaw	West end siding	Main Track
Shaw	East end siding	Main Track
Malvado	West end siding	Main Track
Malvado	East end siding	Main Track
Pumpville	West end siding	Main Track
Pumpville	East end siding	Main Track
Langtry	West end siding	Main Track
Langtry	East end siding	Main Track
Shumla	West end siding	Main Track
Shumla	East end siding	Main Track
Lull	West end siding	Main Track
Lull	East end siding	Main Track
Comstock	West end siding	Main Track
Comstock	East end siding	Main Track
Devil's River	West end siding	Main Track
Devil's River	East end siding	Main Track
Spofford	East end siding	Main Track
Uvalde	West end siding	Main Track
Uvalde	East end siding	Main Track
Sabinal	West end siding	Main Track
D'Hanis	West end siding	Main Track
Hondo	West end siding	Main Track
Dunlay	West end siding	Main Track
Dunlay	East end siding	Main Track
LaCoste	West end siding	Main Track
LaCoste	East end siding	Main Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal position
Del Rio	East end Del Rio yard	Main track

RULE 605. INTERLOCKING

Sanderson: East switch of yard is power-operated; switch and signals controlled by signal operator in train-order office.

When signal does not display desired indication, member of crew must communicate with signal operator by telephone located near switch. When authorized by signal operator, this switch may be cranked by hand; instructions for which are posted in telephone box.

SPECIAL INSTRUCTIONS—DEL RIO SUBDIVISION

GENERAL REGULATIONS

RULE 837. When trains or cars are left on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes will be set, as follows:

Sanderson—Not less than ten brakes on east end;
Del Rio —Not less than four brakes on west end.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

DEL RIO LINE

466.80	Meyers Canyon
427.97	High Bridge, Pecos River
399.84	Seminole Canyon
394.56	Devil's River
365.99	West Sycamore Creek
365.83	East Sycamore Creek
307.79	Nueces River
291.44	West Frio River
290.98	East Frio River
225.82	Medina River Overflow
225.47	Medina River

EAGLE PASS BRANCH

26.83	Elm Creek overflow
26.77	Elm Creek overflow
26.58	Elm Creek

KERRVILLE BRANCH

285.54	Guadalupe River
280.10	Joshua Creek
267.19	Cibolo Creek

MISCELLANEOUS

Spofford. No. 228 and other such movements must detach engine before turning engine on "Y" tracks.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
506.90	Sanderson	Brackets on poles between main track and yard track No. 1	Overhead & Side
506.98	Sanderson	Brackets on poles between main track and yard track No. 1	Overhead & Side

MP	LOCATION		DESCRIPTION
481.80	East of Dryden	Rock cut	Side
481.00	East of Dryden	Rock cut	Side
475.47	East of Shaw	Thurston Canyon Bridge	Overhead & Side
474.20	East of Shaw	Rock cut	Side
473.34	East of Shaw	Thurston Canyon Bridge	Overhead & Side
466.80	West of Malvado	Meyers Canyon Bridge	Overhead & Side
440.35	East of Langtry	Rock cut	Side
435.50	East of Langtry	Rock cut	Side
430.20	East of Shumla	Rock cut	Side
430.00	East of Shumla	Rock cut	Side
429.10	East of Shumla	Rock cut	Side
426.20	East of Shumla	Rock cut	Side
422.80	West of Lull	Rock cut	Side
422.50	West of Lull	Rock cut	Side
421.80	West of Lull	Rock cut	Side
399.75	East of Feely	Rock cut	Side
394.56	West of Devil's River	Devil's River Bridge	Overhead & Side
377.35	Del Rio	San Felipe Bridge	Overhead & Side
365.99	West of Amanda	West Sycamore Bridge	Overhead & Side
365.82	West of Amanda	East Sycamore Bridge	Overhead & Side
356.06	West of Pinto	Pinto Bridge	Overhead & Side
339.53	East of Spofford	Lindsay Bridge	Overhead & Side
334.48	West of Anacacho	West Elm Bridge	Overhead & Side
332.67	East of Anacacho	East Elm Bridge	Overhead & Side
330.31	West of Pavo	Highway Underpass	Side
322.53	East of Odlaw	Highway 90 Overpass	Overhead
307.79	West of Hacienda	Nueces Bridge	Overhead & Side
300.14	East of Uvalde	Leona Bridge	Overhead & Side
291.44	West of Knippa	West Frio Bridge	Overhead & Side
290.98	West of Knippa	East Frio Bridge	Overhead & Side
285.00	East of Knippa	Blanco Bridge	Overhead & Side
280.58	West of Sabinal	Sabinal Bridge	Overhead & Side
267.84	West of D'Hanis	Seco Bridge	Overhead & Side
253.29	West of Dunlay	Hondo Bridge	Overhead & Side
225.47	East of Macdona	East Medina Bridge	Overhead & Side

EAGLE PASS BRANCH

34.42	Eagle Pass	Rio Grande Bridge	Overhead & Side
26.58	East of Eagle Pass	Elm Bridge	Overhead & Side

KERRVILLE BRANCH

285.54	West of Waring	Guadalupe Bridge	Overhead & Side

SPEED RESTRICTIONS

Cline: Trains and engines must not exceed 15 MPH on Uvalde Rock Asphalt Company Spur.

Uvalde: Trains must not exceed 40 MPH between east siding switch and first road crossing west of depot.

Trains handling loads of more than 210,000 lbs. gross weight must not exceed 20 MPH over all bridges between Tower 112 and Kerrville.

Through corporate limits speed of trains restricted as follows:

Station	MPH
Del Rio	30
Sabinal	45
Hondo	45

SPECIAL INSTRUCTIONS—SAN ANTONIO YARD LIMITS

ON DOUBLE TRACK BETWEEN WITHERS AND EAST YARD trains and engines must move WITH CAUTION; second and inferior class trains, extra trains and engines may run ahead of first-class trains but must not occupy a main track when it is known that a first-class train will be delayed thereby.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
225.00	San Antonio (Del Rio Subdivision)	
242.40	San Antonio (Kerrville Branch)	
5.37	San Antonio (Corpus Christi Subdiv.)	
	San Antonio (Flatonia Subdivision)	203.54

RULE 103-A. Sherman, Burleson, Lamar, Burnet, Dawson, Houston, Crockett, Center, Commerce, Montana, Wyoming, Dakota and South Flores Streets, San Antonio, are equipped with automatic crossing gates. Key-controller is provided at each crossing, except Sherman, Burleson, Lamar, Burnet and South Flores Streets, for switching movements on secondary tracks. Automatic crossing gates may be operated by inserting switch key and turning SLOWLY one complete turn to the right.

During hours named below, trains and engines must not exceed 6 MPH entering the following street crossings and, if necessary, flagman must be sent ahead before proceeding:

SAN ANTONIO (Kerrville Branch) Culebra Avenue,
Probandt Street, Cincinnati Avenue,
Hildebrandt Avenue, and Olmos
Drive .... All hours

Speed may be resumed after crossing is covered.

Stop must be made and member of crew must protect traffic while making train, engine or switching movement over W. W. White Road crossing (Loop 13), Mile Post 134.88. In addition, a burning fusee must be placed on each side of the track while engines or cars are moving over the crossing during hours of darkness and during inclement weather.

SAN ANTONIO YARD LIMITS

RULE 104. San Antonio: Normal position of inside crossover switch from station tracks west end passenger station to westward track, is for movement through crossover.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2188	Spring switch end of double track Withers	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time release
Withers—Dwarf signal only	3 minutes

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal position
Withers—End of double track	Eastward track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
San Antonio—West end of crossover from station tracks to westward track	Westward track

RULE 605. INTERLOCKING

Tower 105 (Del Rio Subdivision): When Signal 2140 (approaching Tower 105 eastward, on eastward track) displays stop indication, eastward trains or engines with more than 80 cars must stop clear of Kirk Street and communicate with signal operator by telephone in box on pole on west side of Kirk Street. This to avoid blocking Zarzamora Street crossing.

Whistle signals:
Westward track with current of traffic from any point ———
Westward track against current of traffic from any point o ——— ———
Eastward track with current of traffic from any point ——— o o ———
Eastward track against current of traffic from any point ——— o ———

Tower 112 (Del Rio Subdivision):

Whistle signals:
Westward track with current of traffic from any point ———
Westward track against current of traffic from any point o ——— ———
Eastward track with current of traffic from any point ——— o o ———
Eastward track against current of traffic from any point ——— o ———
To Corpus Christi Subdivision from any point o ——— o
To Kerrville Branch from any point ——— ——— o o

Tower 121 (Olive Street, San Antonio):

Whistle signals:
Westward track with current of traffic from any point ———
Eastward track with current of traffic from any point ——— o o ———
East Yard from any point ——— o ———
Enginehouse lead from any point o ——— o o
Industry Yard from any point ——— ——— o o

Note—A buzzer located on corner of enginehouse will be used in lieu of engine whistle for all outbound engine movements from enginehouse, using above code.

Engines moving westward over Hackberry Street on auxiliary track must approach interlocking switch, located just east of Hackberry Street, expecting to find it lined for either route.

East Yard: The switches connecting east end of yard with main track and end of double track are power operated; switches and signals are controlled by signal operator in Tower 121.

Telephones for communication with signal operator are located as follows:

On instrument case at switch at end of double track;

On signal mast governing eastward movements on eastward main track.

When signals do not display desired indication, member of crew must communicate with signal operator.

When authorized by signal operator, power-operated switches may be cranked by hand; instructions for which are posted in telephone box on instrument case.

Whistle signals:
Main track from any point ———
Main track to yard ——— o ———

RULE 740. ABSOLUTE-PERMISSIVE BLOCK Between MP 225.00 (Del Rio Subdivision) and Withers.

Absolute signals located at:
MP 225.00 on main track,
At fouling point on Priest Spur, MP 224.30,
At fouling point on Cadet Spur, MP 221.80,
govern eastward movement.

Absolute signals located at:
Withers back of fouling point on westward and eastward tracks govern westward movement.

Priest and Cadet spur switches are equipped with electric switch locks. When movement is to be made from spur track to main track, indicator in lock box will not show UNLOCKED until three minutes after lock-box door is opened.

Overlap extends 2028 feet west of east switch, Macdona, and limit marked by overlap post north side of main track. Eastward trains holding main track and restricted at Macdona for westward trains must not enter the overlap until the opposing train is west of Medina River Bridge, or until restriction expires.

GENERAL REGULATIONS

RULE 837. When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes must be set, as follows:

San Antonio (Passenger Station)—Not less than two brakes on west end;

East Yard—Not less than two hand brakes at the east end of cuts of cars west of the walkway, and not less than ten hand brakes on the east end of cuts of cars east of the walkway.

MISCELLANEOUS

Westward movements to roundhouse at San Antonio must stop clear of Hackberry Street until shopman indicates the designated track on which engine is to be received.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
212.16	Del Rio Subdiv.	Nogalitos Street Underpass	Side
240.42	Kerrville Branch	Expressway Underpass	Side
238.34	Kerrville Branch	Expressway Underpass	Side
209.35	San Antonio Psgr. Sta.	Depot Umbrella Sheds	Overhead & Side
208.10	Curve at Diesel Shop	Fence (westward track)	Side
206.24	Flatonia Subdiv.	MK&T Underpass	Side
204.64	West of Salado Jct.	Salado Creek Bridge	Overhead & Side

SPEED RESTRICTIONS

Engines using Cadet Spur must not exceed 20 MPH.

Through corporate limits of San Antonio trains and engines must not exceed speed indicated:

Between	MPH
MK&T Underpass to East Yard Office	40
East Yard Office to Zarzamora Street	30
Zarzamora Street to West City Limits	40
Tower 112 to City Limits (Kerrville Branch)	15
Tower 112 to MP 5.37 (Corpus Christi Subdivision)	18

(For movements between San Antonio (Commerce Street) and east yard limit sign also see Special Instructions, San Antonio Yard Limits)

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		WESTWARD	
206.82	0.58	120.03	1.08
		119.91	1.20

Llano Branch. Limit of restrictions imposed by speed signs:

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
24.69	23.94	23.53	22.78	23.53	23.94
59.48	58.73	58.52	57.77	58.52	58.73
79.53	Bridge	78.52	77.73	Bridge	78.52

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	San Antonio	203.54
	Yoakum	1.41
122.76	Flatonia	30.53
27.80	Flatonia (Shiner Branch)	
	Flatonia (Glidden Subdivision)	118.00
65.92	Giddings	57.13
57.75	Giddings (Austin Branch)	53.97
4.37	Hearne	
70.28	Fairland	69.41
61.00	Wilkie	59.00
4.00	Austin Junction (Llano Branch)	
	Austin (Austin Branch)	110.79
1.51	Hempstead	

Hearne: There is no main track between MP 119.00 and MP 120.8. Between these points all tracks are yard tracks.

Stop must be made at fouling point of junction switch entering Hearne yard unless junction switch is lined, route is designated and known to be clear.

Gonzales: The main track ends at the wye switch. All tracks at and west of this point are yard tracks.

Llano: There is no main track between MP 97.46 and MP 99.07. Between these points, all tracks are yard tracks.

Giddings: There is no main track between MP 55.38 and MP 56.52. Between these points all tracks are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

Giddings. Flatonia Subdivision crossing protected by gate.

MP 1.71, Llano Branch. Industry spur crossing.

RULE 103-A. For train, engine and switching movements indicated below, a member of the crew must take position at the crossing to afford protection to traffic while movement is being made:

Seguin B. & T. Spur, MP 179.3 — Highway 78.
Nolte Spur, MP 178.2 — Highway 78.
Seguin — All movements on industry tracks over Highway 90.
Gonzales — St. Joseph Street.

Look out for trucks and roadway machines crossing track at MP 62.75, Gandy and MP 14.80, Llano Branch.

RULE 104. Normal position of rigid switches.

Hearne Junction, Ennis Subdivision. For through movement on Ennis Subdivision.

Hempstead, Ennis Subdivision, for movement on Ennis Subdivision.

RULE 221. Unit for display of flashing white light installed at the following location:

Station	Location	Direction
Seguin	On train-order signal mast	Eastward and Westward

Display of flashing white light indicates that operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P", have included in their control limit, some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
P-2030	Spring switch west end siding Kirby	
	Spring switch east end siding Kirby	P-2015
P-1928	Spring switch west end siding Schertz	
	Spring switch east end siding Schertz	P-1917
P-1738	Spring switch west end siding Seguin	
	Spring switch east end siding Seguin	P-1727
P-1648	Spring switch west end siding Kingsbury	
	Spring switch east end siding Kingsbury	P-1635
P-1544	Spring switch west end west siding Luling	
	Spring switch east end west siding Luling	P-1533
P-1398	Spring switch west end siding Sandy Fork	
	Spring switch east end siding Sandy Fork	P-1387
P-1312	Spring switch west end siding Waelder	
	Spring switch east end siding Waelder	P-1301
P-A	Spring switch, Austin Junction	
P-1132	Spring switch, Pershing	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Kirby	West and east end siding	3 mins.
Schertz	West and east end siding	3 mins.
Seguin	West and east end siding	3 mins.
Kingsbury	East end of siding	3 mins.
Luling	East end of west siding	3 mins.
Sandy Fork	West and east end siding	3 mins.
Waelder	West and east end siding	3 mins.
Pershing	Westward home signals	3 mins.
Austin Jct.	Instrument Case	3 mins.
Neches Street	Eastward home signal	3 mins.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Kirby	West end siding	Main Track
Kirby	East end siding	Main Track
Schertz	West end siding	Main Track
Schertz	East end siding	Main Track
Seguin	West end siding	Main Track
Seguin	East end siding	Main Track
Kingsbury	West end siding	Main Track
Kingsbury	East end siding	Main Track
Luling	West end west siding	Main Track
Luling	East end west siding	Main Track
Sandy Fork	West end siding	Main Track
Sandy Fork	East end siding	Main Track
Waelder	West end siding	Main Track
Waelder	East end siding	Main Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Austin Jct.		Austin Branch main track
Pershing		T&NO main track
Hearne	West end of yard	Old main track
Hearne	New track	Main track

Spring switches Hearne are equipped with switch point indicators governing facing point movement and display aspects and indications as follows:

Aspect	Indication
Green	Lined for normal movement.
Red	Stop; open and close spring switch by hand, removing any obstruction and know points fit up and are secure before proceeding.

Facing point movement must not exceed 35 MPH over these switches.

RULE 605. INTERLOCKING

McNeil, I-GN Crossing

Normally lined for I-GN.

When on duty, train-order operator will operate interlocking, and whistle code for main track is ——.

When train-order operator not on duty a member of crew may operate interlocking. Manipulation chart posted in interlocking station.

Signals must be restored to normal position after use.

Flatonia (Tower 3, T&NO Crossing): The west switches of north and south sidings are power-operated; switches and signals controlled by signal operator.

When signals do not display desired indication, member of crew must immediately communicate with signal operator. Telephones located near each power-operated switch in instrument cases.

When authorized by signal operator, these power-operated switches may be cranked by hand; instructions for which are posted in cover of box in which crank is housed.

Trains approaching Flatonia and finding governing interlocking signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track, ahead of or against all trains to the interlocking signal at the opposite end of the siding.

Whistle signals:

Main track to Glidden or San Antonio ——
Main track to Hearne —— o ——
Main track to Yoakum o —— —— o
To south siding —— o o ——
To north siding o —— ——

RULE 680. AUTOMATIC INTERLOCKING

West Point, MKT Crossing.

Tatsie, I-GN Crossing.

Elgin, MKT Crossing.

Brenham, GC&SF Crossing.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letters	On Signal	Approaching	Authorizes and Requires Movement as Follows
Z	P-1635	Kingsbury	Provided train holds timetable or train-order authority to continue on main track, it may pass signal displaying stop indication without stopping or inspecting spring switch as required by Rules 293 and 306 but must not exceed restricted speed through the block.
M	589	Giddings West end of siding	Proceed to train-order office.
X	D-20	Austin Junction on Llano Branch	Indicates that track between Austin Junction and Yard Office is unoccupied.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between East Yard and Kirby.

Absolute signals located at:

MP 206.2, east end of East Yard,
MP 203.7, at fouling point, Texas Company spur,
MP 204.3, at Kirby.

Texas Company spur switch is equipped with electric switch lock.

Overlap post located 200 feet east of "A" signal on south side of siding, marked "Approach Circuit", governs westward trains on siding.

Between Austin and Pershing.

Limits extend between:

Eastward absolute signal MP 114.7, Austin, at fouling points on main track and Red River track, and Westward absolute signals at fouling points at Pershing on T&NO and MKT main tracks.

A train or engine may enter main track where a block indicator is located, if indicator indicates block clear. To enter main track where no block indicator is located or where indicator indicates block occupied, entry to main track must be protected as provided in Rule 513 and movement made as prescribed by Rule 744.

Other than provided in Rule 744, when the engineer of a train is informed by a member of a yard crew, that the yard crew is providing protection by flagman for the movement, a train, after stopping, may pass an absolute signal displaying stop indication and proceed at restricted speed, under the flag protection furnished.

Within A-PB limits between Austin and Pershing, trains may run extra without train-order authority but must obtain clearance before commencement of trip, if at an open train-order office. Train signals and train indicators authorized or displayed before entrance will be displayed through these limits.

GENERAL REGULATIONS

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

204.64	Salado Creek
193.10	Cibolo River
178.43	Guadalupe River
156.48	San Marcos River
156.30	San Marcos River
50.86	Colorado River
19.48	Brazos River
2.48	Little Brazos River

LLANO BRANCH

78.52	Colorado River

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Track
All Engines	Shiner	Over track scales in Oil Mill Track.
All Engines	Flatonia	Over track scales in Oil Mill Track.
All Engines except DS	Lansdale, MP 2.4	Tracks within plant General American Transportation Corp.
All engines	Snead Spur	Beyond restriction signs.
All engines	Granite Mountain	Beyond restriction sign on following tracks: New spur. Shed track. Mountain track.
DF-502	Fairland to Llano	All tracks
DF-502	Fairland to Marble Falls	All tracks

Elgin. Scale track serving Elgin Cotton Oil Company may be used only for weighing cars.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
193.10	West of Schertz	Cibolo Bridge	Overhead & Side
178.43	East of Hilda	Guadalupe Bridge	Overhead & Side
172.34	East of Seguin	Geronimo Bridge	Overhead & Side
156.48	West of Luling	West San Marcos Bridge	Overhead & Side
150.27	East of Luling	Plum Bridge	Overhead & Side
139.98	West of Sandy Fork	Sandy Fork Bridge	Overhead & Side
127.06	East of Waelder	Peach Bridge	Overhead & Side
51.14	East of West Point	Colorado River Bridge	Overhead & Side
52.52	West of Winchester	Bridge 52.52	Side
66.82	West of Giddings	Bridge 66.82	Side
54.94	West of Dime Box	Bridge 54.94	Side
48.09	West of Dime Box	Bridge 48.09	Side
41.84	East of Dime Box	Bridge 41.84	Side
38.43	Deanville	Bridge 38.43	Side
31.92	West of Caldwell	Bridge 31.92	Side
30.20	East of Caldwell	Bridge 30.20	Side
28.50	East of Caldwell	Bridge 28.50	Overhead
19.48	West of Varisco	Brazos River Bridge	Overhead & Side
17.87	East of Varisco	Bridge 17.87 (Main-Siding)	Side

MP	LOCATION		DESCRIPTION
	LLANO BRANCH		
98.60	Llano	Bridge 98.60	Side
97.65	East of Llano	Rock Cut	Side
94.90	East of Llano	Rock Cut	Side
94.18	East of Llano	Bridge 94.18	Overhead & Side
93.90	East of Llano	Rock Cut	Side
92.70	East of Llano	Bridge 92.70	Overhead & Side
91.36	East of Llano	Bridge 91.36	Overhead & Side
89.31	East of Llano	Bridge 89.31	Overhead & Side
85.74	East of Graphite	Bridge 85.74	Overhead & Side
84.77	East of Graphite	Bridge 84.77	Overhead & Side
83.91	East of Graphite	Bridge 83.91	Overhead & Side
78.52	East of Kingsland	Bridge 78.52	Overhead & Side
67.70	West of Sudduth	Rock Cut	Side
64.50	East of Sudduth	Rock Cut	Side
64.25	East of Sudduth	Rock Cut	Side
63.08	East of Sudduth	Bridge 63.08	Side
62.72	West of Wilkie	Rock Cut	Side
0.81	Burnet	Rock Cut	Side
0.50	Burnet	Bridge 0.50	Side
57.93	East of Wilkie	Rock Cut	Side
34.18	West of Leander	Rock Cut	Side
5.99	Marble Falls	Bridge 5.99 (Marble Falls Spur)	Side
	AUSTIN BRANCH		
114.70	Austin	Signal (Main-Depot Tracks)	Side
109.41	East of Pershing	Bridge 109.41	Overhead & Side
67.94	West of Paige	Bridge 67.94	Side
27.76	West of Brenham	Bridge 27.76	Side
7.03	East of Chappell Hill	Bridge 7.03	Overhead & Side
	SHINER BRANCH		
10.95	East of Shiner	Bridge 10.95	Side
21.19	Moulton	Bridge 21.19	Side
28.85	West of Flatonia	Bridge 28.85	Side

SPEED RESTRICTIONS

Through corporate limits speed of trains restricted as follows:

Station	MPH
Seguin	30
Luling	25
Waelder	60
Flatonia	30
Giddings	6
Hearne	25
Austin:	
Passenger Station to East Avenue	6
East Avenue to City Limits	12
Elgin	20
Brenham	6

Gonzales: Trains and engines must not exceed 6 MPH over St. Joseph Street, Gonzales.

Trains handling equipment shown in "MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT", appearing on page 5 of Special Instructions for All Subdivisions, must not exceed 15 MPH between Gonzales and Harwood.

Trains handling cars with gross weight in excess of 210,000 pounds must not exceed 5 MPH between Fairland and Marble Falls.

Trains and engines must not exceed:

35 MPH over I-GN crossing, Tatsie.

20 MPH between interlocking signals I-GN crossing, McNeil.

10 MPH over following turnouts, Austin.
- East End Lumber Company spur.
- Arrow Mills spur.
- South Texas Cotton Oil Mill spur No. 1.
- West leg of wye.

20 MPH between interlocking signals MKT crossing, Elgin.

20 MPH between interlocking signals GC&SF crossing, Brenham.

(For movements between west yard limit sign near West Junction and Houston (Passenger Station) or Englewood, also see **Special Instructions, Houston Terminals**)

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	Flatonia (Glidden Subdivision)	118.00
122.76	Flatonia (Flatonia Subdivision)	30.53
27.80	Flatonia (Shiner Branch)	
90.00	Glidden	78.16
72.00	Eagle Lake (Glidden Subdivision)	66.34
	Eagle Lake (Bellaire Branch)	59.90
38.78	Rosenberg (Glidden Subdivision)	34.23
0.98	Rosenberg (Victoria Subdivision)	
12.77	West Junction (Houston Terminals)	
9.00	Bellaire Junction (Houston Terminals)	
9.16	Harrisburg (Houston Terminals)	
22.7	Strang—Link Five—Pasadena—Sinco	9.4
	Galveston	49.5

Galveston Yard: The main track ends at MP 52.90. All tracks west of this point are yard tracks.

Altair, Rock Island and Sheridan are located 8.6, 15.9, and 22.5 miles from Eagle Lake on spur and all tracks between Eagle Lake and Sheridan are yard tracks.

RULE 103-A. For train, engine and switching movements indicated below, a member of the crew must take position at the crossing to afford protection to traffic while movement is being made:

Sheridan — Highway 90-A.
Galveston — All tracks — 37th Street.
Strang — DuPont Spur — Highway 225.

Strang — DuPont Plant. Gate located at east end of building 113 in plant, protects pedestrian traffic across tracks 3 and 4, normally lined against railroad movement. When these tracks are to be used, trainmen must set gate against pedestrian traffic and immediately after work completed, reline gate against railroad movement. Latch of gate is located at base and must be lifted out of catch to unlatch gate.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-970	Collision detector highway underpass Bridge 95.36	P-933

RULE 516. Overlap Posts:

Glidden (MP 86.5)	Eastward trains
Columbus (just west of Bowie St.)	Westward trains
Eagle Lake (west siding)	Eastward trains
Deepwater	Westward trains
Deepwater	Eastward trains
Pasadena	Westward trains
Pasadena	Eastward trains
Sinco	Westward trains
Harrisburg	Westward trains

RULE 605. INTERLOCKING

Flatonia (Tower 3, T&NO Crossing): See special instructions Flatonia Subdivision.

Eagle Lake (Tower 115, T&NO and GC&SF Crossing): West switch of east siding is power-operated; switch and signals controlled by signal operator. This switch cannot be cranked by hand.

When signal does not display desired indication, member of crew must immediately communicate with signal operator; telephone located near switch.

Trains approaching Eagle Lake and finding governing interlocking signal displaying an indication permitting train to proceed on main track, are authorized to proceed on main track, ahead of or against all trains to the interlocking signal at the opposite end of the siding.

East End ice track and Alamo Lumber Company spur are electrically locked and cannot be hand-operated until released by signal operator.

Whistle signals:

Main track, Glidden Subdivision, eastward from any point —

Main track, Glidden Subdivision, westward from any point o — o

Main track, Bellaire Branch, from any point o — o o

To Glidden Subdivision east siding, from any point — o o —

Tower 17 (GC&SF Crossing):

The west switch of siding is power-operated; switch and signals controlled by signal operator in train-order office; this switch cannot be cranked by hand.

When signal does not display desired indication, member of crew must immediately communicate with signal operator; telephone located near power-operated switch.

Trains approaching Tower 17 and finding governing interlocking signal displaying an indication permitting train to proceed on main track, are authorized to proceed on main track, ahead of or against all trains to the interlocking signal at the opposite end of the siding.

Whistle signals:

Main track, from any point —
To siding, Tower 17, from any point — o o —
To siding, Rosenberg, from any point o — —
Victoria Subdivision, from any point — o —
GC&SF, from any point — — o o

Sugar Land (SLRR Crossing):

No signal operator on duty. Normally lined for T&NO. Manipulation chart located on post at ground throw interlocking machine near crossing.

Interlocking signals have plates bearing letters "SA" and serve as both interlocking and automatic block signals as per Rule 303.

Lift Bridge (Galveston Causeway):

Trains passing an interlocking signal indicating STOP on authority of the signal operator as prescribed by Rule 663, will not exceed 6 miles per hour to the next signal or end of block.

Passenger trains must not exceed 30 MPH and freight trains 20 MPH on Galveston causeway.

A trainman must ride on the rear of each train while crossing the causeway.

MP 38.8 Dickinson Bayou — drawbridge
MP 32.0 Clear Creek — drawbridge

RULE 680. AUTOMATIC INTERLOCKING

Wallis — GC&SF Crossing

Texas City Junction, Tower 73 — TCT RR Crossing

Galveston, Tower 38 — GC&SF Crossing
GH&H Crossing

RULE 760. CENTRALIZED TRAFFIC CONTROL

Between Tower 17 and Harrisburg

Limits extend between:

Absolute signal located 500 feet east of Tower 17 (GC&SF Crossing) and

Absolute signal located 406 feet west of Harrisburg, Tower 30 (GH&H Crossing).

Signals controlled by train dispatcher Houston.

Interlocking signals:

Stella (I-GN Crossing) east end of siding and
Tower 81 (GC&SF Crossing)

serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Interlocking Signal on GC&SF, Tower 81, governing movement to transfer also serves as absolute signal governing entrance to CTC.

Dual control switches are equipped with selector lever and hand-throw lever.

Hand-operated main track switches between Tower 17 and West Junction are equipped with electric switch locks except spring switch connecting westward track with single track at West Junction. Hand-operated main track switches between Stella and Harrisburg are not equipped with electric switch locks.

Within CTC limits between Tower 17 and Harrisburg trains may run extra without train-order authority but must obtain clearance before commencement of trip, if at an open train-order office.

Movements through centralized traffic control sidings and turnouts at Stella, Missouri City, Sugar Land, Harlem and Rosenberg must not exceed 25 MPH.

GENERAL REGULATIONS

RULE 825. Richmond: Cars must not be moved over live rail of track scales Southland Cotton Oil Company except when weighing cars and then not in excess of 5 MPH.

RULE 837. Glidden: When trains or cars stop on receiving tracks, trainmen will set sufficient hand brakes to hold cars. Not less than five brakes must be set on east end.

Eagle Lake: When cuts of cars are left on tracks in west yard, a sufficient number of hand brakes must be set to hold cars. Not less than eight brakes must be set on east end.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

84.06	Colorado River
50.93	East Bernard River
32.42	Brazos River
49.70	East Bernard River (Bellaire Branch)
40.87	Brazos River (Bellaire Branch)
38.70	Crump Creek (Bellaire Branch)

MISCELLANEOUS

Engines listed must not be operated over tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Flatonia	Scales in Oil Mill Track
All engines	Schulenburg	Scales in Oil Mill Track
All engines	Ramsey	Gravel pit tracks 1 and 2 beyond cattle guards. Gravel pit track 3 beyond a point 150 feet back of cattle guards.
All engines	Heacker	Beyond sign 1040 feet from switch reading ENGINES MUST NOT GO BEYOND THIS POINT.

Frels. Engines must not be operated beyond road crossing on spur track at MP 28.9.

La Porte. Engines must not operate on Old Bay Shore Line beyond a point ten (10) car lengths from switch to East La Porte spur.

Sinco. Derail located on Sinco Mud Spur, 8 car lengths west of gate to protect plant engine; cars must not be kicked or dropped into this track and engines must not operate beyond gate.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
108.95	West of Schulenburg	West Navidad Bridge	Overhead & Side
108.31	West of Schulenburg	Foster Bridge	Side
103.41	East of Schulenburg	East Navidad Bridge	Overhead & Side
95.36	East of Weimar	Highway Underpass	Side
84.06	East of Columbus	Colorado Bridge	Overhead & Side
83.75	East of Columbus	Underpass	Side
32.42	East of Richmond	Brazos Bridge	Overhead & Side

BELLAIRE BRANCH

40.87	West of Simonton	Brazos Bridge	Overhead & Side

GALVESTON BRANCH

51.75		Lift Bridge on Causeway	Overhead & Side
38.77		Dickinson Bayou Drawbridge	Side
31.96		Clear Creek Drawbridge	Side

SPEED RESTRICTIONS

Through corporate limits speed of trains restricted as follows:

Station	MPH	Station	MPH
Flatonia	30	Rosenberg	12
Schulenburg	30	Richmond	25
Weimar	30	Sugar Land	40
Columbus	30	Missouri City	45
Eagle Lake	30	Pasadena	20

Trains and engines must not exceed 20 MPH between opposing interlocking signals governing movement over Bellaire Branch crossing Eagle Lake and GC&SF Crossing MP 60.7.

Heacker: Speed of 8 MPH must not be exceeded on tracks serving South End Building Materials Company.

Trains and engines not to exceed:

15 MPH on GH&H 21 lead, Galveston,

10 MPH between La Porte and Bay Shore Junction on Old Bay Shore Line.

Strang: Houston Lighting and Power lead 20 MPH on straight track, 15 MPH on curves.

RULES 30 and 31. **Logansport,** City Ordinance provides: "Any train passing through Logansport on approaching intersection with Second, Third, Fourth and Seventh Streets must begin sounding his whistle, bell or horn at least 600 feet before reaching the crossing and continue sounding its bell, whistle or horn until the crossing has been passed."

Shreveport: City ordinance prohibits sounding of engine whistle within city limits. In observing this ordinance, engineer should sound whistle if in his judgment an accident may be prevented.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	Houston (Houston Terminals)	10.00
117.16	Lufkin	120.84
136.84	Nacogdoches	139.57
226.95	Shreveport	

Lufkin Yard: There is no main track between Prosser and the SSW Railway Crossing at Lufkin. Between these points all tracks are yard tracks.

The tracks between Prosser and Lufkin and at Lufkin will be used jointly by trains of the Lafayette Division, Rockland Branch, the A&NR RR and the Lufkin Subdivision.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

A standard crossing gate equipped with a light is located at the grade crossing between the switch track of the SSW and the main track of the T&NO at Lufkin.

The normal position of the gate is for T&NO movements, the light on gate to display red when gate is set against movements and green when route is clear.

Movements approaching the crossing on either line must be made WITH CAUTION, (RESTRICTED SPEED), prepared to stop before crossing is reached. When gate is set against SSW movements, T&NO movements may be made over crossing without stopping by operating the power unit over crossing at restricted speed, not exceeding 10 MPH, after which train may be operated at maximum allowable speed, 15 MPH, within the corporate limits of Lufkin. SSW movements must stop, set gate against T&NO movements, after observing that movements are not approaching on conflicting route and when SSW movement is completed over crossing, gate must immediately be restored to normal position.

Should gate be inoperative, or should light not be displayed by night, movements on either line must stop and the route known to be clear before proceeding.

RULE 103-A. At public crossings indicated below, train or engine movements must stop short of crossing and member of crew take position at crossing to afford protection to traffic while movement is being made, using red flag by day and burning fusee by night:

Station	Track	Crossing
Humble	House track	Barrett Street
Urbana	Urbana Sand & Gravel Co. Lead	Highway 59
Lufkin	Spur serving Lufkin Fdry.	Raquet Street
Nacogdoches	Industry spur track	Church Street
Nacogdoches	Industry spur track	Fredonia Street
Nacogdoches	Industry spur track	Pecan Street
Garrison	Brick Yard lead	Highway 59
Logansport	House track	Third Street
Logansport	South track	Third Street

Humble: An eastward movement from siding to main track must stop short of first crossing east of Station and a member of crew take position at the crossing to afford protection to traffic until engine has covered crossing.

Nacogdoches: Automatic warning signals, Main Street, will not operate for yard track movement until leading wheels have passed insulated joints (painted yellow) immediately each side of crossing.

Before movement on yard track over crossing is commenced member of crew must insert switch key in either of three boxes marked "KEY CONTROL" (located south of main track and between tracks 5 and 8) and turn key to right which will start crossing warning signals.

Keatchie: From sunset to sunrise or when visibility is impaired by fog, storm or otherwise, when a train is stopped on highway crossing east of station, it must be protected by burning fusee on each side of track.

RULE 104. Normal position of rigid switches at junctions and certain other locations:

Lufkin	SSW Ry	For through movement on T&NO main track
Prosser	A&NR RR	For through movement on Lufkin Subdiv.
Bonita Junction	Jacksonville Branch	For through movement on Lufkin Subdiv. main track
Jordan	Illinois Central RR	For through movement between T&NO and IC

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch east end yard Lufkin	P-1193

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key Releases	Time Release
Lufkin—Signal 1196, east end of yard	1 minute

Prosser. Main track switches of both A&NR Railroad connections are equipped with mechanical switch locks, time release 3 minutes.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Humble	East end of siding	Main track
Livingston	West end of siding	Main track
Lufkin	East switch of yard	Old Main track

Spring switches east end siding Humble;
west end siding Livingston;

are equipped with switch point indicators governing facing point movement and display aspects and indications as follows:

Aspect	Indication
Green	Lined for normal movement
Red	Stop; open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

SPECIAL INSTRUCTIONS—LUFKIN SUBDIVISION

RULE 605. INTERLOCKING

Prosser. A&NR crossing. No signal operator on duty. Normally lined for T&NO.

Mile Post 176.1 0.3 miles west of Tenaha GC&SF crossing. No signal operator on duty. Normally lined for T&NO.

RULE 680. AUTOMATIC INTERLOCKING

Cleveland Siding. GC&SF crossing.
Keithville. T&P crossing.
Mile Post 225.8. T&P crossing.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP		LOCATION	DESCRIPTION
19.05	East of Humble	San Jacinto River Bridge	Overhead & Side
60.97	East of Urbana	Trinity River Bridge	Overhead & Side
102.89	East of Potomac	Neches River Bridge	Overhead & Side
190.78	East of Haslam	Sabine River Bridge	Overhead & Side
Shreveport, on IC joint track between Jordan & SSW conn. at Spring Street		Marshall St. Underpass	Side
		Market St. Overpass	Overhead & Side
		Spring St. Overpass	Overhead & Side

SPEED RESTRICTIONS

Trains must not exceed:

20 MPH between interlocking signals GC&SF crossing Cleveland Siding;

15 MPH over GC&SF crossing MP 176.1 west of Tenaha;

20 MPH between interlocking signals Keithville T&P Crossing MP 218.5.

Through corporate limits, speed of trains restricted as follows:

Station	MPH	Station	MPH
Livingston		Nacogdoches	20
Eastward		Timpson	10
Passenger Trains	10	Tenaha	15
Freight Trains	18	Logansport	
Westward		Eastward	20
Passenger Trains	10	Westward	15
Freight Trains	10	Shreveport Except	15
Corrigan	30	Claiborne Ave.	6
Lufkin	15		

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Nacogdoches and Bonita Junction

Limits extend between:
MP 138.4 and MP 141.5

To enter A-PB from Jacksonville Branch at Bonita Junction, if block indicator indicates "block clear" switch may be thrown. When switch is lined, signal at fouling point should display proceed indication. If signal fails to display proceed indication, movement may be made as prescribed by Rule 744 and in addition complying with Rule 513.

GENERAL REGULATIONS

RULE 869. A trainman must be in position at rear of train, while passing over the following bridges, to watch for fires on or about these structures:

19.05	San Jacinto River	East of Humble
60.97	Trinity River	East of Urbana
101.69 to 102.85 inclusive	Neches River	East of Potomac
161.05	Attoyac River	East of Garrison
190.78	Sabine River	East of Haslam

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Track
All engines	Urbana	Urbana Sand and Gravel Co. lead past point 350 feet beyond Highway 59.
All engines	Corrigan	Timber dock track beyond second timber dock.
All engines	Parker Bros. Co. MP 10	Unloading hopper.

Nacogdoches: Removable wooden platform located over track and extends between warehouses of Phelan Company. Employes using this track must determine position of platform and take necessary precautions to avoid injury or damage.

SPECIAL INSTRUCTIONS—CORPUS CHRISTI AND VICTORIA SUBDIVISIONS

RULE 10-J. LOCATION WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED.

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
VICTORIA SUBDIVISION					
18.88	18.24	17.13	16.40	17.13	18.24
			142.00	142.65	142.89
143.65	142.89	142.65			
160.61	159.25	159.00	158.22	159.00	159.25
171.69	170.97	170.73	170.07	170.73	170.97
173.15	172.81	172.61	171.92	172.61	172.81
192.02	191.36	191.13	190.52	191.13	191.36
204.40	203.74	203.25	202.53	203.25	203.74
McALLEN BRANCH					
143.16	142.30	142.30			
144.90	144.11	143.93			
PALACIOS BRANCH					
52.80	52.06	51.87	51.07	51.87	52.06

RULES 30 and 31. Corpus Christi city ordinance provides: "That it shall be unlawful to blow, or cause to be sounded, any railroad engine whistle, horn, siren or other noise making device on any engine or locomotive, except engine bell, within any area specifically designated as a recreational area, except in case of emergency.

"That the engine bell shall be rung when starting to move and also when approaching and entering all crossings.

"Railroad engines or trains approaching Bascule Bridge over Corpus Christi Ship Channel may blow or sound whistle, or horn, for not exceeding five seconds.

"The recreational area, known as North Beach, extends from Bascule Bridge to Reef Bridge. In this area, the following street crossing locations are designated where whistles, horns, sirens or other noise making device shall be sounded not to exceed ten seconds:

By eastbound trains:

Navigation Boulevard (MP 148.24), 375 feet east of Bascule Bridge.

Golf Place (MP 147.72) nine poles east of MP 148.

Oxford Street (MP 147.20) twenty-four poles east of MP 148.

By westbound trains:

Fogg Street (MP 146.69) twenty-one poles west of MP 146.

Oxford Street (MP 147.20) six poles west of MP 147.

Golf Place (MP 147.72) twenty-one poles west of MP 147."

To more clearly identify crossings within the North Beach Area where whistle must be sounded not to exceed ten (10) seconds, such crossings will be identified by two yellow stripes painted horizontally under the letter "X" on the whistling boards applying to such streets.

In observing this ordinance, engineers should sound whistle if in their judgment an accident may be prevented.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	Brownsville	203.37
176.86	Harlingen	171.04
165.60	Santa Rosa	163.90
154.67	Elsa	152.56
	McAllen	150.50
145.00	Edinburg (McAllen Branch)	
143.97	Edinburg-Edinburg Yard	138.87
81.50	Falfurrias	77.57
45.87	Alice	40.86
16.13	Mathis	10.99
	Corpus Christi	144.60
139.26	Gregory (Corpus Christi Line)	136.17
3.00	Gregory (Rockport Branch)	
132.31	Taft	128.90
124.37	Sinton	121.23
105.80	Skidmore (Corpus Christi Subdivision)	102.69
1.60	Skidmore (Victoria Subdivision)	102.69
96.39	Beeville (Corpus Christi Subdivision)	90.99
96.39	Beeville (Victoria Subdivision)	145.02
63.05	Kenedy	60.35
5.36	San Antonio	
94.74	Victoria	87.62
30.00	Victoria (Cuero Branch)	
	Victoria (Port Lavaca Branch)	25.00
40.24	El Campo	37.34
27.02	Wharton-Wharton Junction	23.35
1.02	Wharton-Wharton Junction (Palacios Branch)	
0.98	Guy Junction-Tower 17	
38.98	Bay City	35.17
14.10	Newgulf	9.15
	Guy-Nash Dome	14.56
	Kenedy (Yoakum Branch)	174.68
138.10	Cuero (Yoakum Branch)	134.15
58.50	Cuero (Cuero Branch)	53.32
119.96	Yoakum	

Brownsville: The main track ends at Edlestin spur, MP 202.75. All tracks west of this point are yard tracks.

McAllen: The main track ends at east switch of run-around track at Pecan Street, MP 151.13. All tracks west of this point are yard tracks.

Alice: The main track ends at Main Street crossing, MP 43.30 and State Highway 44 crossing, MP 42.20. All tracks between these points are yard tracks.

Corpus Christi: The main track ends at Humble spur, MP 146.61. All tracks west of this point are yard tracks.

Rockport: The main track ends at main lead switch, MP 19.64. All tracks west of this point are yard tracks.

Victoria. Main track ends at MP 88.77 and MP 90.89. Main track Port Lavaca Branch, ends at Juan Linn Street crossing, MP 25.72. Main track, Cuero Branch, ends at Red River Street crossing, MP 27.98. All tracks between these points are yard tracks.

Nash Dome is located 8.9 miles from Guy on spur. This spur is operated under joint agreement by GC&SF and T&NO and is included in the yard limits of Guy. Movements over this spur must be made under provisions of Rule 93.

Palacios: The main track ends at the house track switch MP 67.78. All tracks west of this point are yard tracks.

Port Lavaca: The main track ends at the switch to refinery spur MP 1.51. All tracks east of this point are yard tracks.

Yoakum: Main track ends at Tex-Tan spur switch, MP 118.98, and at the oil Spur, MP 117.42. All tracks between these points are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

MP 205.1—0.2 mile east of station, Brownsville—M. P. Belt Crossing.

MP 152.0—0.1 mile east of station, McAllen—M. P. Crossing.

MP 43.4—0.2 mile west of station, Alice—Tex.-Mex. Crossing.

Alice: A standard crossing gate equipped with a light is located at the grade crossing between the main track of the T&NO and the main track of TEX-MEX.

The light on gate to display RED when gate is set against movements and GREEN when route is clear.

Movements approaching crossing on either line must be made WITH CAUTION, (RESTRICTED SPEED), prepared to stop before crossing is reached. When gate is set against Tex-Mex movements, T&NO movements may be made over crossing without stopping by operating the power unit over crossing at restricted speed, not exceeding six (6) MPH, after which train may be operated at maximum allowable speed.

Should gate be inoperative or should light not be displayed by night, movements on either line must stop and the route known to be clear before proceeding.

Drawbridges not interlocked:

MP 146.6, Reef Drawbridge is protected by gates equipped with lights and located 400 feet east and west of draw span. When gates are set for rail traffic, a green light may be displayed on the gate, to the right of track in direction of approach; when set for water traffic, a red light may be displayed on gate in center of track. Trains or engines must approach gates with CAUTION and STOP if route is not clear. When route is clear train or engine may proceed without stopping.

MP 26.7 Port Lavaca Branch crossing with M. P. RR Compress lead. Protected by gate.

MP 35.9—Bay City-GC&SF crossing protected by gate.

MP 13.8—Newgulf-GC&SF crossing protected by gate.

MP 15.7—Guy-GC&SF crossing protected by gate.

RULE 103-A. Cars must not be kicked or dropped over the following crossings and before making train, engine or switching movements over such crossings, a member of the crew must take position at the crossing to afford protection to traffic while the movement is being made:

Brownsville	All movements over paved street across main track between wye switches and paved street crossing across both legs of wye.
Harlingen	All movements over paved highway crossing on tracks serving Valley Co-op Mill.
Elsa	All switching movements over Broadway, second crossing east of station.
McAllen	All movements over first highway crossing west of M. P. crossing, and over Pecan Street crossing.
Edinburg	All movements over Harriman Street, first crossing east of old passenger station.
Dixie	All movements over U. S. Highway 281.
Alice	Third Street and Fifth Street, except when the engine is in the lead in the direction of movement.
Gregory	All crossings on all tracks in Reynolds Aluminum Company Plant.
Kosmos	State Highway 35 crossing on Kosmos spur.
Rockport	Church Street, second street east of station.
Mathis	State Highway 359 crossing on M. P. Interchange track.

Aloe	U. S. Highway 59 crossing on spur.
Foster Field	Highway 59.
Stockdale	Over Highway 123 crossing east of depot.
DuPre	Over Highway 87 crossing on Heldenfels spur.
Victoria	All tracks over Cameron Street.
Victoria	Laurent Street crossing: Unless protected by an employee who has given a proceed signal, train, engine and switching movements must stop short of Laurent Street and member of crew take position at crossing to afford protection to traffic while movement is being made.
Cuero	Esplanade Street: Movements on team track over this crossing will not actuate flasher and bell warning signals and must be protected by a member of crew at the crossing.
Yoakum	Gonzales Street: Flasher and bell warning signals can be caused to operate for one minute by inserting switch key in slot on signal case and turning one complete turn to right.

Corpus Christi city ordinance provides:

"Street crossings where vehicular traffic is controlled by traffic signal lights, the light will govern the movement of engines or trains entering the crossings.

Cars shoved ahead of engine on any crossings, shall not exceed the speed of twelve miles per hour entering the crossing.

In addition to compliance with signal light indications, a flagman must be in position on front of engine or car entering crossing to afford additional warning to vehicular and pedestrian traffic."

RULE 104. The normal position of rigid switches at junction points as follows:

Edinburg Junction	For Victoria Line.
Gregory	For continuous movement on Corpus Christi Line.
Skidmore	For continuous movement on Victoria Subdivision.
Kenedy	For continuous movement on Corpus Christi Subdivision.
Cuero	For through movement on Cuero Branch.
River Junction	For through movement on Cuero Branch.
Wharton Junction	For through movement on Victoria Line.
Guy Junction	For through movement on Victoria Line.

Normal position of switches at east and west legs of wye, Guy, is for continuous movement between Nash Dome and Guy Junction.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A".

Eastward Signal	Protection	Westward Signal
	Spring switch east end of wye, Edinburg Junction	P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Release		Time-Release
Edinburg Junction	Signal P-A	1 minute

RULE 535. SPRING SWITCHES

Spring Switches not equipped with facing point locks are located as follows:

Location	Normal Position
Edinburg Junction—East wye switch	For Victoria Line
Wharton Junction—east end of siding	Main track

Switch Point Indicator protects facing point movement over spring switch Wharton Junction.

RULE 605. INTERLOCKING

Tower 151, MP 191.3, M. P. RR Crossing—No signal operator on duty. Normally lined for T&NO.

Tower 147, MP 181.2, M. P. RR Crossing—No signal operator on duty. Normally lined for T&NO.

Tower 146, MP 155.3, M. P. RR Crossing—No signal operator on duty. Normally lined for T&NO main track

Tower 145, MP 143.7, M. P. RR Crossing—Victoria Line—No signal operator on duty. Normally lined for T&NO.

Tower 149, MP 136.0, M. P. RR Crossing—No signal operator on duty. Normally lined for T&NO.

Bascule Drawbridge MP 148.3 over ship channel.

Whistle signals:
Main Track
To or from Port Terminal Lead ——— o.

A push button annunciator is located on the mast of flasher signal at Market Street, Corpus Christi, and is provided for trainmen and yardmen to notify bridge tender when it is desired to move from Market Street over Bascule Bridge Interlocking.

Tower 112. See Special Instructions San Antonio Yard Limits.

Wharton, Tower 152—GC&SF Ry Crossing. No signal operator on duty. Normally lined for T&NO main track movement. Derail located at fouling point east end West Storage Track is pipe connected to and operated by lever of hand-operated switch which opens within interlocking limits. Dwarf signal located at fouling point of east end West Storage Track governs movement to main track, but will not display proceed indication until one minute after switch and derail have been lined.

Blessing, Tower 157—M. P. RR Crossing. No signal operator on duty. Normally lined for M. P. RR. After using route, interlocking must be left lined for M. P. RR.

Tower 17 (GC&SF) Crossing: See special instructions Glidden Subdivision.

Placedo. M. P. RR Crossing. Signals controlled by signal operator at Vanderbilt on Missouri Pacific Railroad. Telephones for communication with signal operator are located on each home signal mast. When signals do not display an indication permitting train to proceed, member of crew must immediately communicate with signal operator.

RULE 680. AUTOMATIC INTERLOCKING

Tower 138	MP 172.6	M. P. RR crossing.
Sinton		M. P. RR crossing.
Mathis	Tower 159	M. P. RR crossing.
Victoria	Tower 90	M. P. RR crossing.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Edinburg Junction and Edinburg Yard.

Absolute signals at fouling points, Edinburg Junction, govern eastward movements on Victoria Line and from McAllen Branch.

Absolute signal located at west crossover switch, Edinburg Yard, MP 141.1 governs westward movements.

Overlaps of absolute signal, Edinburg Yard, extend to fouling point of west wye switch on McAllen Branch and west wye switch on Victoria Line, Edinburg Junction and are indicated by overlap posts.

Trains or engines may enter main track from:
International Paper Co. spur,
when block indicator indicates "block clear." To enter main track when indicator indicates "block occupied" movement may be made in compliance with Rules 513 and 744.

Time release feature has been added to the Absolute-Permissive Block system between Edinburg Junction and Edinburg Yard and operates as follows:

When a train, engine or car enters the overlap at Edinburg Junction from either route and the block is unoccupied, the signal will normally display proceed indication. If the block is not entered within a time interval of two minutes forty seconds, the signal will return to stop indication, and push button switch, which has been installed on the west side of instrument case opposite signals at Edinburg Junction, may be used to return signal to display proceed indication.

To hold authority to main track, a train or engine at International Paper Company Spur, must occupy main track continuously, or main track switch left open. If track is cleared and switch restored to normal position, main track may be re-entered and movement to end of block made, only under protection of flagman in both directions, a sufficient distance to insure full protection, regardless of the indication of block indicator.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Between Skidmore and Beeville.

Limits extend between:

Eastward absolute signal, MP 103.8, east switch, Skidmore Yard and

Westward absolute signals located back of fouling points at junction of Victoria and Corpus Christi Subdivisions at Beeville.

Signals controlled by signal operator Skidmore, acting upon authority of the train dispatcher.

Siding, Darby, has dual control switches equipped with crank, each end.

Junction switch, Beeville, is dual control equipped with crank.

Siding, Beeville, has hand-operated switches each end.

Spur track MP 94.54, near Darby, is equipped with Electric Switch Lock.

Telephones for communication with signal operator, Skidmore, are located as follows:

Skidmore	East switch of yard.
Signal 1003	On Pole.
Darby	Both ends of siding.
Beeville	Freight Station.
	Signal case at junction switch.

Within CTC limits between Skidmore and Beeville, trains may run extra without train-order authority, but must obtain clearance before commencement of trip if at an open train-order office.

GENERAL REGULATIONS

RULE 824. Kenedy—Engines must not be detached from train or cars that are to be left standing on grade west of Archer-Daniels elevator unless not less than five brakes are set on east end to hold cars.

RULE 837. Air brakes must be cut in and operated on all cars handled beyond grain elevator on Port tracks, Arroyo, Mile Post 180.06.

Rossge, MP 39.15. Movements between main track and refinery must not exceed 10 MPH and with air brakes cut in and operative on all cars being handled.

Cars must not be left at any point on main spur between main track and refinery.

Burnell—Account grade conditions, Pan American Petroleum Corp. trackage, no movements in either direction will be made between main track and the refinery unless air brakes are cut in and operative on all cars being handled.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

VICTORIA LINE

158.47	Resaca Trestle	West of LaVilla
18.88	Nueces River	East of Sandia
117.09	San Antonio River	West of Goliad
93.74	Guadalupe River	West of Victoria
93.36	Guadalupe River	West of Victoria
92.01	Guadalupe River	West of Victoria
68.98	Lavaca River	West of Edna
59.60	Navidad River	West of Ganado
25.95	Colorado River	West of Wharton
18.72	West Bernard River	East of Hungerford
14.76	East Bernard River	West of Kendleton

YOAKUM BRANCH

106.49	San Antonio River	West of Runge

CUERO BRANCH

75.68	and 75.48	East of Smiley
57.21	Guadalupe River	West of Cuero
48.54	Irish Creek	West of Moursund

PALACIOS BRANCH

37.85	Colorado River	West of Bay City

CORPUS CHRISTI SUBDIVISION

144.75	Reef Bridge	East of Corpus Christi

MISCELLANEOUS

Petroleum section located on No. 3 track, Harlingen Air Base, Palmetal, is enclosed by fence with gates across track 400 feet apart. These gates are equipped with switch locks and must be left closed and locked after use. Engines must not pass through these gates while gasoline is being unloaded by transport trucks.

Conveyor is installed across Air Base tracks 1 and 2 between building T-560 on track No. 1 and building T-553 on track No. 2. Movements beyond this location must not be made until it is known that conveyor has been removed.

Gate has been installed over United Carbon Company Plant track at Dixie, Mile Post 87.6, Victoria Subdivision. This gate is equipped with switch lock and must be left closed and locked after use.

Engines listed must not be operated on tracks shown below:

Class of Engine	Station	Restricted Track
All Engines	Palmetal	Harlingen Air Base, East turnout of No. 4 track to east end first warehouse west.
All Engines	Loggins	Beyond 125 feet west of west end scales on Swift Oil Mill lead.
All Engines	Moursund	Gravel Pit Spur, beyond first switch.
DP-6, DF-10, 600, 601, 602, 604, DS-300, 301, 302, 303	Palacios	Fish and Oyster Track.
	Blessing	Warehouse Spur.
	Bay City	City Track; Voglesang Spur.

Engines must not be operated and cars must not be placed or moved beyond a point 50 feet east of scales on tracks B and C, Sherwin Plant, Gregory.

Engines must not be operated over live rail or dead rail on scale in oil mill track and lumber spur, Taft.

Kenedy—Structures adjacent to Compress Track No. 3 will not clear equipment of any type more than 60 feet in length.

Kenedy—Boxed-in, screw-type grain conveyor, 146 feet in length, paralleling north side of cotton oil mill track, does not provide standard clearance.

Aransas Pass—City of Aransas Pass has placed swinging traffic barricades secured by switch locks and equipped with red lights across track in Huff Street along waterfront near spur serving the turning basin. Trainmen will handle barricades in customary manner as industrial gates, leaving barricades locked on departure.

Cuero—Structures adjacent to west end Oil Mill track No. 2 will not clear equipment of any type more than 60 feet in length.

Burnell—Engines must not go beyond signs reading, "DANGER, ENGINES MUST NOT GO BEYOND THIS POINT", which have been installed about midway of each loading rack of Pan-American Petroleum Company plant.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
	VICTORIA LINE		
180.23	West of Harlingen	Arroyo Bridge	Overhead & Side
18.88	West of Mathis	Nueces River Bridge	Overhead & Side
137.97	East of Beeville	Medio Creek Bridge	Overhead & Side
133.60	West of Berclair	Blanco Creek Bridge	Overhead & Side
117.09	West of Goliad	San Antonio River Bridge	Overhead & Side
112.94	West of Fannin	Manahuilla Creek Bridge	Overhead & Side
100.93	West of Aloe	Coleto Creek Bridge	Overhead & Side
92.01	West of Victoria	Guadalupe River Bridge	Overhead & Side
59.60	West of Ganado	Navidad River Bridge	Overhead & Side
25.95	West of Wharton	Colorado River Bridge	Overhead & Side
	PALACIOS BRANCH		
37.85	West of Bay City	Colorado River Bridge	Overhead & Side
	YOAKUM BRANCH		
169.49	East of Kenedy	San Antonio River Bridge	Overhead & Side
57.27	West of Cuero	Guadalupe River Bridge	Overhead & Side
	CUERO BRANCH		
57.27	West of Cuero	Guadalupe River Bridge	Overhead & Side
	CORPUS CHRISTI SUBDIVISION		
148.30	Corpus Christi	Bascule Bridge	Overhead & Side
144.75	East of Corpus Christi	Reef Drawbridge	Overhead & Side
44.64	West of Falls City	San Antonio River Bridge	Overhead & Side
20.26	West of Saspamco	Calaveras Creek Bridge	Overhead & Side

SPEED RESTRICTIONS:

Trains and engines must not exceed maximum speed indicated:

Location		MPH
Corpus Christi	Over curved switching leads and through turnouts at both ends storage track No. 3, Hughes St. Yard	10
	Over Bascule Drawbridge	12
	Reef Bridge	25
	(Except while engine is passing over draw span)	10
Rockport Branch	On turnouts and other than main track	10
Beeville	Through Victoria Subdivision connecting track	10
Corpus Christi Subdivision	Between MP 5.37 and Tower 112	18

Trains must not exceed 25 MPH over Fourth and Fifth Avenues paved crossings, Portland, Texas.

Trains and engines must not exceed 30 MPH over street crossings in Goliad.

Trains and engines must not exceed 6 MPH in eastward movement over Simpson Street crossing, Mile Post 0.1, Corpus Christi Subdivision.

Westward trains not exceed 20 MPH over switch to International Paper Company Track, MP 142.30, Victoria Subdivision.

Trains must not exceed:

10 MPH through either leg of wye Cuero.

5 MPH over Texas Highway 119 crossing MP 152 near Yorktown.

Trains handling cars, gross weight 251,000 pounds or more, must not exceed 20 MPH between Newgulf and Palacios.

Trains operating on Nash Dome spur, Guy Branch, must not exceed 20 MPH between MP 16 and MP 20 and 15 MPH between MP 20 and Nash Dome.

Port Lavaca Branch	On turnouts and other than Main track	10 MPH

Trains handling carload sulphur must not exceed 30 MPH unless otherwise restricted between Wharton Junction and Tower 17, Rosenberg.

Through corporate limits speed of trains restricted as follows:

Station	MPH
Harlingen	18 except 6 over First Street (east of freight station)
Elsa	20
McAllen	15
Corpus Christi	18
Taft	15—between MP 130 and MP 131.
Sinton	15—between MP 122.0 and MP 123.5.
Mathis	15—between MP 13.9 and MP 14.5.
Beeville	20
Kenedy	20—until engine covers Calhoun and Main Streets, first crossings west and east of station.
Victoria	18 except 10—between MP 28.50 (Cuero Branch) and Victoria.
Edna	20
Ganado	30—between MP 56.8 and MP 57.1.
El Campo	20
Wharton	20
Bay City	5—over second crossing east of station.

Trains with class of engine shown are further restricted between points shown, as follows:

NOMINAL CLASS	ENGINE NUMBERS	MP 183.00 TO ALICE AND McALLEN BRANCH	CORPUS CHRISTI AND SKIDMORE	KENEDY AND RIVER JCT	STOCK-DALE AND CUERO
DF-2, DF-4 DF-2 DF-302 DS-105 DS-105, DS-111	300 to 353 500 to 507 12 to 16 30 to 71 89 to 104	40			
DF-9, DF-11 DF-4, DF-9, DF-10, DF-13	354 to 381 535 to 553	35	35	20	
DF-400, DF-401 DF-402 DS-109 DS-112 DS-114	108 to 118 123 to 128 72 to 88 105 to 107 121 to 122	35	35	25	
DF-14 DF-14 DF-600, DF-604, DF-607, DF-611, DF-612 DF-601 DF-602	600 to 637 700 to 725 400 to 458 240 to 249 280 to 283	35	35	20	30

(For movement between west yard limit sign near Eureka and Houston (Passenger Station) or Englewood, also see Special Instructions, Houston Terminals).

RULE 10-J. Limit of restrictions imposed by speed signs:

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
336.00	335.25	334.93	334.18	334.93	335.25
Palestine Branch					
18.50	17.75	17.60	16.85	17.60	17.75
16.64	Over Bridge	15.89	15.14	Over Bridge	15.89
13.75	13.00	12.90	12.17	12.90	13.00
12.75	Over Bridge	12.00	11.25	Over Bridge	12.00
0.80	0.00	0.05	On SSW	0.05	0.00

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	Denison	335.19
332.00	Sherman	326.94
297.55	McKinney	295.13
283.00	Plano	281.00
273.61	Dallas (Ennis Line)	257.11
	Dallas (Jacksonville Branch)	313.93
233.26	Ennis	229.74
243.31	Athens	240.66
203.43	Jacksonville	199.71
136.84	Nacogdoches (Lufkin Subdivision)	139.57
	Fort Worth	49.43
13.65	Waxahachie	10.42
213.00	Corsicana	208.43
122.05	Hearne	117.90
	Waco (Waco Branch)	40.9
166.02	Waco (Cameron Branch)	
102.00	Bryan	97.00
71.84	Navasota	69.65
52.44	Hempstead	49.99
9.00	Houston (Houston Terminals)	

Miller: Yard engine foremen and engineers must have a written line-up of trains before making yard engine movements west of T&P Junction on Ennis Subdivision main track.

Yard engine foremen must also confer with yardmaster to ascertain if there are any other yard engines west of T&P Junction and receive instructions as to how they are to operate with respect to each other.

Before yard engines foul main track west of T&P Junction, engine foreman and engineers must have current written line-up of trains. This line-up can be secured from operator at Belt Junction by use of telephone.

Paris: The main track ends at MP 123.00. All tracks east of this point are yard tracks.

Jacksonville: There is no main track between MP 201.75 (west switch of yard) and MP 200.7. Between these points all tracks are yard tracks.

Palestine: The main track ends at MP 31.00. All tracks west of this point are yard tracks.

Fort Worth: The main track ends at MP 51.89 (Tower 126). All tracks west of this point are yard tracks.

Following will govern movements on CRIP main tracks between 17th Street and North Fort Worth Interlocking Tower, Fort Worth Yard:

(a) Between 17th Street and Trinity River, Fort Worth yard limits, two main tracks are in service signalled for movements only with current of traffic.

(b) At 6th Street Jct. and Prima Jct. there are Interlockings; signals and remote controlled switches handled by CRIP dispatcher, Fort Worth.

(c) Second class, extra trains and yard engines may run ahead of first-class trains between 17th Street and North Fort Worth Interlocking Tower without train order authority, but will not occupy main tracks within these limits when it is known a first class train will be delayed.

(d) All trains and yard engines will move with the current of traffic, except may move against current of traffic between 6th Street Jct. and Trinity River upon verbal permission of Rock Island train dispatcher or Rock Island yardmaster.

(e) While using CRIP main tracks between 17th Street and Trinity River, a member of yard crew must ride rear car of cut while moving, and in event stop is made must go back a sufficient distance to rear of cut to stop a following train or engine moving at restricted speed. At night, or during obscured weather, yard crew must secure a white light and member of crew riding rear car of cut must have such white light burning and displayed to rear of cut, and in event stop is made, such light must be used to give stop signals to a following train or engine.

(f) When making deliveries to CRIP—if clear signal is displayed, proceed on northward main track. If stop signal displayed, identify yourself to CRIP dispatcher, but do not "butt in" on dispatcher if transmitting a train order; after you have identified yourself to dispatcher, he will either display a proceed signal for movement on northward main track, or line crossover switches for movement on southward main track. A signal indication to crossover does not modify requirements of paragraph (d) to have verbal permission to move against current of traffic.

(g) When necessary to go beyond end of two main tracks, Trinity River, trains and engines receiving clear signal per Rule 281 may proceed without flag protection. If northward governing signal at end of two main tracks indicates stop per Rule 291 or Approach Rule 285, single main track must not be obstructed without permission from train dispatcher and under flag protection when required.

Following will govern movements on T&P tracks, Fort Worth Yard:

(a) Between MP 251.2 (west end Lancaster Yard) and MP 243.9 (East end East Yard), directions eastward and westward.

(b) Between Fort Worth interlocking, MP 245.6 and Peach Street, MP 243.2, directions northward and southward.

Trains and engines will move with current of traffic using right hand track in direction of movement, except movements may be made in either direction or on either track between Fort Worth Interlocking, MP 245.6, and east end East Yard, MP 243.9, when authorized by a proceed indication of a block or interlocking signal.

Except as provided in paragraph 2, movements of trains and engines against current of traffic must not be made except as follows:

(a) When authorized by train order.

(b) When movement is protected as prescribed by Rule 99.

Your attention is called to Uniform Code of Operating Rules, Rule 104, which requires that trains and engines remain in clear of all other tracks until switches are lined for their movement, and in making crossover movements, switches at each end of crossover must be lined before movement is started, and crossover must be completed before switches are restored to normal position.

Before lining a hand-operated switch, train and yardmen must see that there is no train or engine approaching on conflicting route, and when lining a hand-operated switch to enter a main track, or cross from one main track to another where there is no block signal or block indication to govern movement, the train or engine must not foul the main track or crossover until after three minutes after switch has been lined.

Ennis: There is no main track between MP 230.6 and MP 232.7. Between these points all tracks are yard tracks.

Hearne: There is no main track between MP 119.00 and MP 120.8. Between these points all tracks are yard tracks.

Commerce: There is no main track between MP 88.0 and switch at SSW connection. Between these points all tracks are yard tracks.

Cameron: Main track ends at MP 119.68. All tracks West of this point are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

Sherman. Gate protecting crossing of S.S.W. and StLSF&T must, when crossing is not in use, be left across S.S.W. main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

East Dallas. A standard crossing gate, equipped with a light is installed at the grade crossing between the industrial lead track of the T&NO and main track of GC&SF Railway Company.

The normal position of this gate will be for GC&SF movements, the light on gate to display RED when gate is set against movements and GREEN when route is clear.

Movements approaching the crossing on either line must be made WITH CAUTION (restricted speed), prepared to stop before crossing is reached. When gate is set against T&NO movements, GC&SF movements over the crossing may be made, without stopping, not exceeding six (6) miles per hour. T&NO movements must stop, set gate against GC&SF movements, after observing that movement is not approaching on conflicting route, and when T&NO movement is completed over crossing, gate must be immediately restored to normal position.

Should gate be inoperative or should light not be displayed by night, movement on either line must stop and the route known to be clear before proceeding.

Commerce. S.S.W. crossing protected by gates.

S.S.W. Crossing. MP 2.0 (McCrossin) Palestine Branch, protected by gates.

RULE 103-A. MP 285.06. Train and engine movements must not be made on spur over State Highway 5 crossing west of Plano, serving Wells Brothers Feed and Grain Company, MP 285.06 between 6:00 AM and 8:00 AM and between 4:00 PM and 6:00 PM.

Cooper. Trains and engines must stop short of highway crossing east of freight station and member of crew take position at the crossing to afford protection to traffic while movement is being made.

Palestine. Trains and engines must stop short of South Sycamore Street crossing and member of crew take position at the crossing to afford protection to traffic while movement is being made.

Rusk. All movements over crossings between junction switch and end of track must stop short of crossing and member of crew take position at the crossing to afford protection to traffic while movement is being made.

Fort Worth. For train, engine and switching movements over or into Broadway Street crossing, T&NO Yard, a member of the crew must take position at the crossing to afford protection to traffic.

RULE 104. Normal position of rigid switches at junctions and certain other locations:

Denison	StLSF&T Ry.	For movement T&NO to StLSF&T Ry.
Bonita Junction	Lufkin Subdivision	For through movement on Lufkin Subdivision.
Commerce	S.S.W. Ry.	For through movement on S.S.W. main track.
Peach Street Jct.	S.S.W. Ry.	For through movement on S.S.W. main track.
Hearne Junction	Flatonia Subdivision	For through movement on Ennis Subdivision.
Hempstead	Austin Branch	For through movement on Ennis Subdivision.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limit, some special protective device. Interlocking Signals are listed "P-I":

Eastward Signal	Protection	Westward Signal
	Spring switch east end of siding Corsicana	P-2089
P-2044	Spring switch west end of siding Angus	
	Spring switch east end of siding Angus	P-2027
P-1874	Spring switch west end of siding Gude	
	Spring switch east end of siding Gude	P-1861
P-1710	Spring switch west end of siding Groesbeck	
	Spring switch east end of siding Groesbeck	P-1691
P-1432	Spring switch west end of siding Bremond	
	Spring switch east end of siding College Station	P-I
	Spring switch east end of siding Hempstead	P-505

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Key Releases are located both ends of siding Gude, west end siding Groesbeck, east end siding Angus and both ends siding College Station.

Rule 516. Overlap Posts:

Gude	MP 186.45—governing westward trains
Mexia	MP 181.00—governing eastward trains
Springfield	MP 179.03—governing westward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Corsicana	East end of siding	Main Track
Angus	West end of siding	Main Track
Angus	East end of siding	Main Track
Gude	West end of siding	Main Track
Gude	East end of siding	Main Track
Groesbeck	West end of siding	Main Track
Groesbeck	East end of siding	Main Track
Bremond	West end of siding	Main Track
College Station	East end of siding	Main Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Ennis	West end of yard	West lead
Ennis	East end of yard	Old main track
Corsicana	Siding—Shed track	Siding
Hearne	West end of yard	Old main track
Hearne	New track	Main track
Hempstead	East end of siding	Main track

Spring switches Ennis and Hearne are equipped with switch point indicators governing facing point movement and display aspects and indications as follows:

Aspect	Indication
Green	Lined for normal movement.
Red	Stop; open and close spring switch by hand removing any obstructions and know points fit up and are secure before proceeding.

Facing point movement must not exceed 35 MPH over these switches.

RULE 605. INTERLOCKING

Tower 93 Two MKT Crossings Denison

Whistle signals:

Main track eastward or westward from main track ———
To and from KO&G transfer from any point o ——— o o

Sherman Tower 16

Whistle signals:

Main track eastward or westward ———
StLSF&T main track from any point ——— o ———
StLSF&T yard from any point o ——— o
T&P transfer from any point o ——— o o

T&P Junction Tower 119, T&P Crossing

Whistle signals:

Through movement on T&NO main track ———
To or from T&P main track connection o ——— ———
To or from T&P yard ——— o ———

Tower 19 GC&SF Crossing

Two unit light type interlocking signal governing eastward movement located on signal bridge 610 feet west of Forest Avenue, T&NO is the diverging route.

Between Tower 19 and Tower 10 Freight Route

GC&SF and T&NO main tracks, Dallas, between T&NO connection, Tower 19, and T&NO connection, Tower 10, are signalled for movements in either direction. Movements will be governed by signal indication. Light type signals and power-operated switches are controlled from Tower 19. The signal aspect, name and indication are as follows:

Aspect	Name	Indication
Green	Clear	Proceed. (See GC&SF and T&NO Operating Rule 281).
Yellow	Approach	Proceed prepared to stop at next signal. (See GC&SF and T&NO Operating Rule 285).
Red over Yellow	Restricting	Proceed at restricted speed prepared to enter diverging route. (See GC&SF Rule 290 and T&NO Rule 288).
Red	Stop	Stop. (See GC&SF Rule 292 and T&NO Rule 290).

(1) There is no superiority of trains on these tracks. Trains and engines must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) MPH. Tracks may be used not protecting against regular and extra trains and engines.

(2) Movements through turnouts, crossovers, and curves on these tracks must not exceed fifteen (15) MPH.

(3) When signal does not display desired indication and cause is not apparent, member of crew will communicate with control station.

(4) When train or engine is stopped by stop signal and cause is not apparent, member of crew will communicate with control station and will be governed by instructions. Telephones are conveniently located near each signal. If authorized to proceed, member of crew, before movement is made over them, must examine all switches and derails to next governing signal and flag over railroad crossings. If instructed to place dual control switches in hand operation and proceed, crew will be governed by instructions found in telephone box.

(5) Except as provided above, the Operating Rules and Regulations of each Company, for its respective employes, will govern.

Whistle signals govern routes as follows on new freight route, Tower 10 and Tower 19, Dallas:

From T&NO yard to main track connection near Tower 10
———

From T&NO yard track over crossing at Tower 10
——— o

Movement from or to T&NO new main track and S.S.W. connection S.S.W. Yard ——— o ———

Interlocking 10 GC&SF Crossing on yard track east of Dallas Yard:

Signals controlled by signal operator, Tower 19.

Telephones for communication with signal operator are located as follows:

On mast of eastward home signal.

On post just east of westward home signal.

Tower 55 T&P Crossing Fort Worth

Whistle Signals:

Rock Island from T&NO ———
FW&D from T&NO ——— ——— ———
GC&SF freight yards from T&NO ——— o
T&P from T&NO ——— o o
Fort Worth (Union Depot) from T&NO o ———

One long, two short and one long (——— o o ———) sound of whistle indicates westward main track movement past the first interlocking signal and most easterly derail up to, but not beyond the next signal.

Tower 126 GC&SF Crossing Fort Worth

Whistle Signals:

Main track eastward or westward from main track ———
To or from Track No. 2 o ——— o
To or from lead ——— o
To or from Track No. 1 ——— o ———
To or from GC&SF connection o o ——— o

Waxahachie Compress track crossing with B-RI main track

No signal operator on duty. Normally lined for B-RI.

B-RI siding, which crosses T&NO compress track at this location, is not protected by interlocking.

Hayes derails located on T&NO compress track on each side of B-RI crossing, normally set against movements approaching crossing. These derails are operated by groundthrow switch located near crossing.

T&NO movements not governed by interlocking signals but by STOP signs located in advance of each derail on each side of crossing, and T&NO train or engine movements will stop clear of STOP signs, following which a member of crew will proceed to crossing and if no train or engine movements are seen to be approaching from either direction on B-RI main track or siding will unlock box located on post, read and be governed by instructions posted therein governing operation of interlocking. Signals and derails must be restored to normal position after use.

Corsicana S.S.W. Crossing

Whistle signals:

Main track eastward or westward ———
Movements on siding eastward o ——— ———
Movements on siding westward o ——— o o

Springfield Tower 63, B-RI Crossing

No signal operator on duty. Normally lined for T&NO.

Hearne I-GN Crossing

Whistle signals:

Main track eastward or westward ———
New No. 1 track from any point o ——— ———

RULE 680. AUTOMATIC INTERLOCKING

On Richardson Industrial District lead track, MP 277.90, GC&SF crossing.

Plano. S.S.W. Crossing.

Bryan, Tower 36, I-GN crossing.

College Station, Tower 7, I-GN crossing. Dwarf signal governs movement from east end siding. Sign reading "Approach Circuit" is located 200 feet west of this signal. When an eastward train is in siding to meet a westward train, the leading wheels of eastward train should not pass this sign until westward train to be met has entered interlocking limits. Key control box located east end of siding for clearing dwarf signal for movement from siding to main track. If signal does not change to proceed indication after passing "Approach Circuit" sign, key release should be used and after three minutes signal may indicate proceed.

Navasota, Tower 9, I-GN crossing.

Navasota, Tower 41, GC&SF crossing.

Athens, S.S.W. Crossing.

Paris. StLSF&T and T&P Crossings.

Fort Worth. Tower 53 MKT crossing.

Midlothian. GC&SF Crossing MP 23.1.

Waxahachie. Tower 67 MKT crossing.

Waco. MKT crossing MP 170.6.

Marlin I-GN Crossing. To enter interlocking limits from compress track, stop short of governing signal and if no train or engine approaching, open main track switch after which signal should display proceed indication if approach circuit on intersecting track is unoccupied.

When compress track is entered from interlocking limits, main track switch must be closed and then reopened in order to clear signal for a reverse movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	2581	Miller	Proceed on main track to west end of siding.
S	2581	Miller	Enter siding.
M	2108	Corsicana	Proceed on main track to home signal S.S.W. crossing.
S	2108	Corsicana	Enter siding.
M	2089	Corsicana	Proceed on main track to home signal S.S.W. crossing.
S	2089	Corsicana	Enter siding.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Bonita Junction and Nacogdoches—See Special Instructions, Lufkin Subdivision.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Between Denison and Sherman

Limits extend between:

Eastward absolute signal at MP 337.4, Denison and

Westward absolute signal at MP 329.1, Sherman.

Signals controlled by signal operator, Sherman, acting upon authority of the train dispatcher.

The junction switch at North Sherman Junction is dual control, equipped with crank.

Cotton Mill Spur MP 335.9 and Jaques Spur MP 336.3 are equipped with electric switch locks.

Spur track, Grayco MP 331.3 equipped with electric switch lock which operates in accordance with instructions governing electric switch locks except that to enter spur track, engine or car must be standing within 39 feet of switch.

Within CTC limits between Denison and Sherman, trains may run extra without train-order authority but must obtain clearance before commencement of trip, if at an open train-order office. Train signals or train indicators authorized or displayed before entrance will be displayed through these limits.

Light signals without identification plates which can display yellow aspect only, are located as follows:

Eastward signal MP 337.6, Denison.

Eastward signal just east of main street crossing on StLSF&T track, Denison.

Westward signal MP 328.1, Sherman.

To avoid blocking street crossings, trains that are to enter CTC should not pass these signals unless yellow light is displayed, except when it is known movement into CTC will be authorized.

Between T&P Junction and West End of Drill Track, Miller

Limits extend between:

Eastward absolute signal at MP 4.8 (T&P Junction) and

Westward absolute signal at MP 260.0 (west end of drill track), Miller and

On both routes at Belt Junction to east end of double track.

Power operated switches within these limits cannot be hand operated.

Signals controlled by signal operator, Belt Junction, acting upon authority of the train dispatcher, except that eastward absolute signal T&P Junction and junction switch and signals at Briggs are handled by signal operator, T&P Junction who must obtain authority for each movement from signal operator, Belt Junction, before signals are cleared.

Switch to Industry track MP 4.2, near Briggs is hand operated. Absolute signal located at fouling point and block indicator located at the switch. To enter main track, permission must first be obtained from signal operator, then if block indicator indicates "block clear" switch may be lined. When switch is lined, the signal at the fouling point should display proceed indication.

Hand-operated switch to Custom Manufacturing Company spur is equipped with electric switch lock which operates in accordance with instructions governing electric switch locks except that to enter spur track, engine or car must be standing within 25 feet of switch.

Jacksonville Branch trains approaching Briggs or Belt Junction will call for route in accordance with destination, either to Forest Avenue; to Miller; or to Jacksonville Branch main track at Briggs as the case may be, using at Briggs the same whistle code as at Belt Junction.

Whistle signals:

To Forest Ave. with current of traffic from any point ——— o ———

To T&P Junction from any point o o ——— o o

To Miller from any point o ——— o

To Jacksonville Branch o ——— o o

To Eastward track against current of traffic from any point o ——— o ———

To siding at Fox from any point o ——— ———

To drill track at Miller from any point o o ——— o

Between Garrett and Ennis

Limits extend between:

Eastward absolute signals at the fouling points Ennis Line and Fort Worth Branch at Garrett, and

Westward absolute signals located on main track at MP 232.7 west end of Yard, Ennis.

Signals controlled by signal operator, yard office Ennis, acting upon authority of the train dispatcher.

The junction switch at Garrett is dual control, equipped with crank.

When westward trains do not leave Ennis yard in their turn as ordered, signal operator must be notified.

Between Seger and Hearne

Limits extend from eastward absolute signal MP 124.4 west end siding Seger and westward absolute signal MP 120.9 west end interlocking limits I-GN crossing, Hearne.

Signals controlled by signal operator Hearne acting upon authority of the train dispatcher.

Both switches of siding Seger are dual control, equipped with selector lever and hand-throw lever.

Switch to interchange track, Hearne, equipped with electric switch lock.

GENERAL REGULATIONS

RULE 812. Employes operating into or out of Union Terminal, Dallas, will operate in accordance with Union Terminal Company rules.

Commerce. Trains and engines must stop before reaching the fouling point of the S.S.W. main track and will not enter S.S.W. main track until proceed signal is received from member of crew. Before lining switch or giving proceed signal, member of crew required to handle switch must know that no train or engine is approaching on route to be used.

RULE 825. Cars may be set out on siding, Sherman, setting a sufficient number of hand brakes on east end of such cars to insure that they are properly secured.

RULE 826. A sign reading "MEN WORKING IN CARS" (yellow lettering on red background) may be placed in middle of track serving International Shoe Company, Bryan, when cars are being unloaded or when dock board is being used between building and car. When this sign is displayed on track and switching is to be done, the foreman of the plant should be notified so employes and dock boards may be removed from cars before switch is made.

RULE 837. When trains or cars are left on any track, trainmen or yardmen will set sufficient hand brakes to hold cars. The required number of brakes must be set, as follows:

Fort Worth—Not less than seven (7) hand brakes on west end of cuts of cars east of Broadway Street.
Not less than three (3) hand brakes on west end of cuts of cars west of Broadway Street.

Jacksonville—Not less than two (2) hand brakes in Jacksonville yard.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

ENNIS LINE

299.00, East Fork of Trinity River
260.18, Trinity River
255.94, Five Mile Creek
215.39, Chambers Creek
214.94, Chambers Creek
199.76, Richland Creek
132.22, Walnut Creek
132.07, Walnut Creek

JACKSONVILLE BRANCH

268.65, East of Kemp
268.61, East of Kemp
268.00, East of Kemp
209.84, East of Cuney
207.31, East of Cuney
189.08, East of Turney
178.60 to 178.34, Angelina River east of Reklaw

PARIS BRANCH

110.45 to 110.77, North Sulphur River east of Enloe
112.93, Honey Creek west of Howland
119.76, Auds Creek east of Howland

PALESTINE BRANCH

22.75, West of Kossuth
21.58, East of Kossuth
15.89, Neches River east of Herring
12.00, Talles Creek west of Java
4.82, Beans Creek west of station Beans Creek

FORT WORTH BRANCH

28.31, East of Britton
28.94, East of Britton

WACO BRANCH

14.46, Big Creek
13.54, Big Creek
4.86, Little Brazos River

CAMERON BRANCH

121.37, Elm Creek

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine		Restricted Track
All engines	Sherman	Over track scales at Quaker Oats Company.
All engines	McKinney	Over track scales at Burrus Feed Mill Company.
All engines	Ennis	Over track scales, Planters Oil Company.
All engines	Marlin	Over track scales at Marlin Cotton Oil Co.
All engines	Bryan	Track scales, Bryan Cotton Oil & Fertilizer Co.
All engines	Navasota	Track scales at H. Schumacher Oil Works.
DF-502	Rusk to Palestine	All tracks.

Engines and cars must not be handled beyond STOP sign located on Van Alstyne Cotton Oil Company track, Van Alstyne.

Richardson Industrial District lead track, MP 277.90, must not be used beyond 4000 feet from point of main track switch.

Hearne—Engines must not be operated over unloading pit Harvest Queen Grain Company.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
336.99	East of Tower 93	Bridge 336.99	Side
326.28	East of Sherman	Bridge 326.28	Overhead & Side
323.83	East of Sherman	Bridge 323.83	Overhead & Side
299.00	West of McKinney	Bridge 299.00	Overhead & Side
297.13	West of McKinney	Bridge 297.13	Side
294.18	East of McKinney	Bridge 294.18	Overhead & Side
292.27	East of McKinney	Bridge 292.27	Side
289.55	East of McKinney	Bridge 289.55	Side
286.29	West of Plano	Bridge 286.29	Overhead & Side
273.80	West of Rawlins	Bridge 273.80	Side
273.31	West of Rawlins	Bridge 273.31	Overhead & Side
12.87	West of Rawlins	Bridge 12.87	Side
12.17	West of Rawlins	Highway Overpass	Overhead
11.64	West of Rawlins	Bridge 11.64	Side
9.37	Rawlins	Highway Overpass, main-siding	Overhead
8.54	East of Rawlins	Bridge 8.54	Side
8.03	East of Rawlins	Bridge 8.03	Side
7.43	East of Rawlins	Bridge 7.43	Side
6.13	West of T&P Jct.	Bridge 6.13	Side
5.49	West of T&P Jct.	Bridge 5.49	Side
5.31	West of T&P Jct.	Bridge 5.31	Side
1.74	West of Belt Jct.	Signal bridge	Overhead
1.25	West of Belt Jct.	Signal bridge	Overhead
0.60	East of Forest Ave.	Signal bridge	Overhead
264.90	Dallas	Depot umbrella shed	Overhead & Side
260.18	West of Miller	Bridge 260.18	Overhead & Side
258.28	Miller	Bridge 258.28	Side
256.97	East of Miller	Bridge 256.97	Side
240.65	West of Palmer	Bridge 240.65	Overhead & Side
216.46	East of Rice	Bridge 216.46	Side
215.39	West of Corsicana	Bridge 215.39	Overhead & Side
213.94	West of Corsicana	Bridge 213.94	Side
212.30	West of Corsicana	Highway Overpass	Overhead & Side
211.09	West of Corsicana	Bridge 211.09	Side
210.85	West of Corsicana	Bridge 210.85	Side
210.24	Corsicana	Train Shed	Side
209.72	East of Corsicana	Bridge 209.72	Side
208.91	East of Corsicana	Bridge 208.91	Side
199.76	West of Richland	Bridge 199.76	Overhead & Side
198.30	East of Richland	Signal Bridge	Overhead
185.64	East of Gude	Bridge 185.64	Side
182.97	West of Mexia	Bridge 182.97	Side
178.66	East of Springfield	Bridge 178.66	Side
172.34	West of Groesbeck	Bridge 172.34	Overhead & Side
128.18	East of Calvert	Bridge 128.18	Side
73.59	West of Navasota	Bridge 73.59	Overhead & Side
66.84	West of Courtney	Bridge 66.84	Side
51.99	West of Hempstead	Bridge 51.99	Side
41.35	West of Waller	Bridge 41.35	Side
36.22	West of Hockley	Bridge 36.22	Side
24.87	East of Cypress	Bridge 24.87	Side
18.11	East of Cypress	Bridge 18.11	Side

JACKSONVILLE BRANCH

295.22	West of Crandall	East Trinity River Bridge	Overhead & Side
217.17	East of Frankston	Neches River Bridge	Overhead & Side
202.20	Jacksonville	I-GN Overpass	Overhead & Side
200.28	Jacksonville	S.S.W. Overpass	Overhead & Side

FORT WORTH BRANCH

52.12	Fort Worth	Hattie Street Viaduct	Overhead
51.76	East of Tower 126	Bridge 51.76	Side
49.53	East of Tower 53	Bridge 49.53	Side
49.00	East of Tower 53	I-GN Overpass	Overhead
48.51	East of Tower 53	Bridge 48.51	Overhead & Side
43.41	East of Forest Hill	Bridge 43.41	Overhead & Side
34.38	West of Mansfield	Bridge 34.38	Overhead & Side
34.31	West of Mansfield	Bridge 34.31	Side
28.94	East of Britton	Bridge 28.94	Overhead & Side
22.97	GC&SF Crossing	Eaves on Tower 94	Side
16.32	West of Waxahachie	Bridge 16.32	Side
14.15	West of Waxahachie	Bridge 14.15	Overhead & Side
13.32	West of Waxahachie	Bridge 13.32	Side
12.93	West of Waxahachie	Bridge 12.93	Side
12.07	West of Waxahachie	Bridge 12.07	Side
11.88	West of Waxahachie	Bridge 11.88	Side
9.50	East of Waxahachie	Bridge 9.50	Side
7.66	East of Waxahachie	Bridge 7.66	Side

WACO BRANCH

37.76	East of Peach Street Jct.	Bridge 37.76	Overhead & Side

CAMERON BRANCH

121.37	East of Cameron	Elm Creek Bridge	Side

SPEED RESTRICTIONS

Trains and engines must not exceed:

20 MPH, Plano, between interlocking signals S.S.W. crossing.

25 MPH, T&P Junction, through connection between T&NO and T&P main tracks.

10 MPH, Tower 19, Curves on freight route, Dallas, between MKT compress crossing and GC&SF connection.

10 MPH, Wall Street underpass, connection between T&NO freight route, Dallas, and S.S.W. yard.

35 MPH, Belt Junction, to or from Dallas Union Station through switch at west end of Trinity River bridge.

25 MPH, Belt Junction, through crossover, end of double track.

45 MPH over I-GN Crossing, College Station.

5 MPH, Millican, over track scales Millican Warehouse Company.

15 MPH on Salt Mine Spur, MP 33.

JACKSONVILLE BRANCH

20 MPH, Athens, between interlocking signals S.S.W. crossing.

PARIS BRANCH

20 MPH, Enloe, MP 107.1 and Paris.

20 MPH, Paris, between interlocking signals, StLSF&T and T&P crossings.

20 MPH, when handling cars with gross weight in excess of 210,000 pounds.

FORT WORTH BRANCH

10 MPH, Bridge 51.76.

15 MPH, Tower 126, through interlocking limits.

20 MPH, Midlothian, GC&SF crossing between interlocking signals.

WACO BRANCH

20 MPH between interlocking signals I-GN crossing, Marlin.

20 MPH, multiple unit engines over bridge 37.76.

10 MPH on curve east of Peach Street Junction, yard limit, Waco.

CAMERON BRANCH

10 MPH on curves between MP 170.0 and Brazos Junction.

Through corporate limits, speed of trains restricted as follows:

Station	MPH	Station	MPH
Denison	20	Bremond	50
Sherman	20	Calvert	
Howe	30	(6 AM to 6 PM)	30
Van Alstyne	20	(6 PM to 6 AM)	40
McKinney	12	Hearne	25
Plano	18	Bryan	15
Richardson	20	Navasota	25
Dallas	20	Kaufman	20
Ferris	45	Athens	18
Ennis	20	Jacksonville	20
Rice	45	Fort Worth	20
Corsicana	30	Midlothian	25
Richland	60	Waxahachie	20
Mexia	40	Waco	18
Groesbeck	30	Marlin	25
Thornton	50	Cameron	20

Trains with class of engine shown below are further restricted between points shown, as follows:

NOMINAL CLASS		JACKSONVILLE BRANCH			PARIS BRANCH
		Between MP 306.53 and MP 293.13	Between MP 283.46 and MP 254.77	Between MP 245.79 and MP 154.7	Between Commerce and Paris
DF-9-10-11-13	354 to 379 542 to 553	...	...	...	20 MPH
DF-14	600 to 637 700 to 725	30 MPH	30 MPH	30 MPH	20 MPH
DF-600-604-607 611-612 DF-601 DF-602	400 to 458 240 to 249 280 to 283	30 MPH	30 MPH	30 MPH	20 MPH
S. S. W.	313, 314 350 to 360	...	...	...	20 MPH

Nominal Class	Engine Numbers	MP 117.4, Cameron Branch to East Waco
DF-14	600 to 637 and 700 to 725	20
DF-600, 604, 607, 611 & 612	400 to 458	
DF-601	240 to 249	
DF-602	280 to 283	
DF-9 & DF-11	354 to 381	
DF-10 & DF-13	542 to 553	

(For movements between west yard limit sign west of West Junction and Harrisburg (Tower 30), also see Special Instructions relating to Centralized Traffic Control, Glidden Subdivision).

Special Instructions of the Houston Terminals apply on all divisions and subdivisions within Houston yard limits.

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		WESTWARD	
Between Tower 108 and Tower 26			
0.72 (East of Tower 108)	0.47	360.77 (East of Tower 26)	0.33
0.20 (East of McKee Street)	0.35		
Between Tower 81 and Stella			
4.13 (Diverging to HB&T)	0.47		

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
9.16	Galveston Branch	
	Lafayette Division, Beaumont Subdivision	354.59
	Lufkin Subdivision	10.00
9.00	Ennis Subdivision	
9.00	Bellaire Branch	
12.77	Glidden Subdivision	

Houston Passenger Yard. There is no main track between Signal X-17, west of Houston Passenger Station and west interlocking limits of Tower 108. Between these points all tracks are yard tracks.

RULE 97. On double track or two main tracks or within CTC limits between:

Harrisburg and Englewood,

Tower 87 and Tower 26,

Tower 26 and Boulevard Junction via Niles,

Houston (Passenger Station), Eureka, and West Junction,

trains may run extra without train-order authority, moving with the current of traffic on double track, but must obtain clearance before commencement of trip, if at an open train-order office.

RULE 98. DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

I-GN Crossing MP 2.2 Lufkin Subdivision.

Buffalo Bayou Drawbridge 2-A on Polk Avenue Lead is protected by gates equipped with lights, located 203 feet east and 303 feet west of draw span. When gate is over track or in addition a red light is displayed, span is open for water traffic; when gate is clear of track or in addition a green light is displayed and route is clear, engine may proceed without stopping.

RULE 103-A.

KEY CONTROL BOXES: Where "Key Control Boxes" are provided for manual starting of automatic crossing warning devices they may be operated by inserting switch key and turning SLOWLY one complete turn to right.

Key Control Boxes are provided to manually operate automatic crossing warning devices at the following locations:

Broadway (Galveston Branch—West of Tower 30)
Lathrop Street (East of Tower 86)
Kress Street (West of Baer)
Wallisville Road (Englewood)
Lockwood Drive (on Highline Industrial Lead)
Harvard Street (East of Boulevard Junction)
Heights Boulevard (At Boulevard Junction)
Sherwin Street (East of Eureka)
Westheimer Road (MP 3.2 Glidden Subdivision)
Richmond Avenue (MP 4.9 Glidden Subdivision)
Chocolate Bayou Road (MP 2.69 East of Medio)
Pease Street (on SA&AP Industrial Lead)
Jefferson Street (on SA&AP Industrial Lead)
Calhoun Street (on SA&AP Industrial Lead)
Pierce Street (on SA&AP Industrial Lead)
Dowling & Pease Streets (on SA&AP Industrial Lead Wye)

Wallisville Road Crossing, Englewood. Train and engine movements into and out of Englewood on Baer Route and Wye-26 lead tracks must ascertain that automatic crossing gates are lowered before engine or cars enter crossing. Movements on Wye-26 lead tracks must not exceed 5 MPH until engine or cars cover crossing.

Quitman Street, Lufkin Subdivision. Eastward train and engine movements must not exceed 6 MPH until engine or cars cover crossing.

Hardy Street. Train and engine movements must approach Hardy Street crossing with caution, prepared to stop if necessary to avoid accident.

Ennis Subdivision. When using Craft Industrial lead, MP 6.5, west of Eureka, movement should not be stopped occupying Highway 290, if practicable to avoid it. Derail located each side of highway crossing.

AUTOMATIC CROSSING GATES BETWEEN EUREKA AND MP-6 (GLIDDEN SUBDIVISION)

Eastward trains and engines must not exceed 45 MPH from sign reading "FIRST GATE CONTROL", located approximately 2,200 feet west of Bellaire Boulevard (MP 5.7), until movement covers San Felipe Road (MP 2.9).

Westward trains and engines must not exceed 45 MPH from sign reading "FIRST GATE CONTROL", located approximately 1,450 feet east of San Felipe Road, until movement covers Bellaire Boulevard (MP 5.7).

Trains and engines moving against current of traffic must not exceed 15 MPH over San Felipe Road (MP 2.9), Westheimer Road (MP 3.2), Richmond Avenue (MP 3.9), Richmond Road (MP 4.9) and Bellaire Boulevard (MP 5.7).

Bellaire Boulevard Crossing (MP 5.7) and Richmond Road Crossing (MP 4.9):

Circuits controlling automatic crossing gates at Bellaire Boulevard and Richmond Road are arranged to lower the gates across the road when engine or cars enter the circuit at a distance of approximately 2,200 feet before reaching the crossing. This point is marked by a sign reading "FIRST GATE CONTROL." The gate will remain lowered across the road for two minutes and then raise, unless engine or cars enter the second control circuit marked by a sign reading "SECOND GATE CONTROL".

If more than two minutes are used for movement between first and second gate control signs, the gates will automatically raise, and movement must not exceed 6 MPH between second gate control sign and crossing.

Richmond Avenue Crossing (MP 3.9):

Circuits are arranged to lower the gates across the road when engine or cars enter the circuit on main tracks at a distance of approximately 1,600 feet before reaching the crossing. This point is marked by sign reading "FIRST GATE CONTROL". The gates will remain lowered across the road for two minutes and then raise, unless engine or cars enter the "SECOND GATE CONTROL".

If more than two minutes are used for movement between first and second gate control signs, the gates will automatically raise, and movement must not exceed 6 MPH between second gate control sign and crossing.

On Bellaire Junction storage track, circuits are arranged to lower the gates across Richmond Avenue when engine or cars enter the circuit at a distance of approximately 400 feet each side of the crossing. These points are opposite signs reading "SECOND GATE CONTROL", and after entering circuit gates will remain lowered across road for three minutes and then raise unless movement has reached crossing. Movements approaching Richmond Avenue on Bellaire Junction storage track must not exceed 15 MPH.

Eastward movements entering Glidden Subdivision eastward track at Bellaire Junction from either Bellaire Branch or SA&AP Industrial Lead must not exceed 15 MPH until engine covers Richmond Avenue crossing.

Westheimer Road Crossing (MP 3.2) and San Felipe Road Crossing (MP 2.9):

Circuits controlling automatic crossing gates on the eastward track, Westheimer Road, are arranged to lower gates across the road when engine or cars enter the circuit at a distance of approximately 1,600 feet before reaching the crossing. This point is marked by a sign reading "FIRST GATE CONTROL". The gates will remain lowered across the road for five minutes and then raise, unless engine or cars enter the second gate control circuit marked by a sign reading "SECOND GATE CONTROL".

If more than five minutes are used for movement between first and second gate control signs, the gates will automatically raise, and movement must not exceed 6 MPH between second gate control sign and crossing.

To avoid excessive interference with vehicular traffic at San Felipe Road, Westheimer Road and Richmond Avenue crossings, trains enroute Bellaire Branch that are restricted at Bellaire Junction for eastward trains from Bellaire Branch will stop east of sign reading "FIRST GATE CONTROL", located approximately 1,450 feet east of San Felipe Road, until train for which it is restricted has cleared San Felipe Road crossing. This requirement will not apply to westward trains enroute Bellaire Branch, to which cars are added at Bellaire Junction. Such trains will arrange to clear San Felipe Road, Westheimer Road and Richmond Avenue crossings or promptly cut the crossings while cars are being added.

To avoid excessive interference with vehicular traffic, cars or engines must not be left on main tracks between crossings and sign reading "SECOND GATE CONTROL".

Willow Bend Road: Westward trains with over 50 cars, finding automatic signal 81 displaying yellow or red aspect, must stop short of Willow Bend Road, and unless signal changes to green aspect, communicate with train dispatcher by telephone on signal case. This is to avoid blocking crossing.

West Junction: When using Holico Spur, stop must be made before making movement over highway crossing and member of crew must protect crossing with red flag by day and burning fusee by night to give warning to traffic of approaching movement.

RULE 104. Normal position of rigid switches at junctions and certain other locations:

Houston—Normal position of east switch of crossover from eastward track, just east of Signal X-17, to Track 2 will be for movement from eastward track to Track 2. All inside switches lined and locked for movement through Track 2.

Englewood—Switch targets on slip (Puzzle) switches on North Trimmer Slip Lead and South Trimmer Slip Lead display aspects as follows:

Green—When lined for movement on Slip Lead, or from a through track into Slip Lead.

Yellow—For straight-away movement on through track across Slip Lead or from Slip Lead to through track.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed "P-I", absolute signals "P-A":

Eastward Signal	Protection	Westward Signal
P-A	West Junction—Switch connecting westward track to single track	
	Bellaire Junction—Spring switch east end of crossover between main tracks	P-I
	Niles—Spring switch end of double track	P-A
P-A	East of McKee Street—Spring switch connecting main track to old H E & W T route	
P-I	Englewood—Spring switch connecting westward thoroughfare track with west end track S-13	

RULES 505, D-151 and D-152:

Two running tracks beginning at intersection with Main Tracks and Tank Track near MP 359 and extending eastward around south side of Englewood Yard for a distance of approximately two miles to a sign reading "End of Double Track" are designated as follows:

Westward Thoroughfare Track—the north track

Eastward Thoroughfare Track—the south track

Rules D-151 and D-152 apply to movements on these two tracks.

Beginning at interlocking signals protecting No. 26 lead crossing and intersection with Baer Route and extending eastward for a distance of approximately one and one-half miles to a sign reading "Block System Limit", these two tracks are block signaled for movements with the current of traffic, Automatic Block Signal System Rules as applied to double track, and within interlocking limits, Interlocking Rules, govern.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
West Jct.	Switch connecting westward track to single track	Single Track
Bellaire Jct.	East switch of crossover	Eastward Track
Boulevard Jct.	Switch connecting westward track of freight route with westward track from direction of Passenger Station	Westward track for through movement from direction of Passenger Station
Niles	End of double track	Westward Track
McKee St.	Switch connecting old H E & W T route with Main track between interlockings 26 & 108	Main Track
Englewood	Switch connecting west end Track S-13 with Westward Thoroughfare Track	Track S-13
Houston	West end Track 2	Westward Track

The east end of the two tracks leading from Houston Passenger Station Yard is provided with a spring switch equipped with switch point indicator, normal position lined for westward track. Switch point indicator displays aspects and indications as follows:

Aspect	Indication
Green	Lined for normal movement
Red	Stop; open and close spring switch by hand, removing any obstruction and know that points fit up and are secure before proceeding.

The leading wheels of an eastward movement from Houston Passenger Station Yard must not pass fouling point at the end of two tracks until eastward interlocking signal of Tower 108 is displaying an indication permitting train or engine to proceed, or movement is authorized orally by the signal operator.

Telephone for communication with signal operator is located near fouling point of two tracks.

RULE 605. INTERLOCKING

Harrisburg (Tower 30):

Whistle signals:

Galveston Branch, main track,
from any point ——

Glidden Subdivision main track,
from any point o —— ——

Manchester Cut Off, from any point o —— o

Unless Distant Signal 76 (Galveston Branch) displays proceed indication (green aspect) eastward trains or engines with more than 25 cars must stop before engine passes signal and member of crew communicate with signal operator, Harrisburg, by telephone located at signal. This to avoid blocking street crossings.

I-GN Crossing (MP 5.6). Signals controlled by signal operator, Harrisburg. Telephone located at crossing.

Buffalo Bayou Drawbridge (MP 5.10)—Home interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Operation of draw span controlled by bridge tender, when on duty.

Tower 86:

Whistle signals:

Main track for movement with the current
of traffic, from any point ——

Eastward track eastward,
from any point —— o o ——

Westward track eastward,
from any point —— o ——

Bethlehem Supply Co. spur,
from any point —— —— o o

Signal operator will not clear signals authorizing westward movements on main track from Tower 86 until he has communicated with signal operator, Harrisburg, and has received authority for such movement, except when communications fail.

Two spur tracks serving Bethlehem Supply and Bethlehem Steel both opening east and leading from westward track west of HB&T crossing within interlocking limits are equipped with electrically locked hand-operated switches which cannot be operated until released by signal operator.

When yellow light is displayed on mast of home interlocking signal governing westward movement on westward track (double red over yellow) it will authorize movement to either spur track switch.

Movement from either spur track will be governed by dwarf signal located at fouling point and the main track switch cannot be opened unless block indicator at the switch indicates "block clear."

Crews using either spur will, when practicable, leave main track switch lined for normal position or leave member of crew at the switch to restore it to normal position, if necessary, to avoid holding interlocking to the exclusion of other movements.

When Automatic Block Signal No. 35, located at MP 3.5, Westward Main Track between Englewood and Tower 86, displays stop indication, westward trains or engines with more than 40 cars must stop clear of Kress Street crossing and member of crew communicate with signal operator, Tower 86, by telephone before proceeding. This is to avoid blocking Kress Street crossing.

Telephones for communication with signal operator are located as follows:

On pole just east of Kress street,
On pole at signal bridge, east of HB&T crossing,
At absolute signal, end of double track,
On post east end of crossover, Galena Junction.

Tower 87 — Dawes: Interlocking limits on main track extend from eastward home signals at fouling point, end of two main tracks west of Tower 87 to eastward "ABSOLUTE" signal at west end of siding Dawes.

Dual control switch equipped with crank located at west (inside) end of crossover MP 355 east end, Englewood Yard.

Dual control switches equipped with selector lever and hand-throw lever are located as follows:

Entrance to main track from lead, near MP 355, east end Englewood Yard.

West switch of Siding, Dawes.

When necessary to hand operate dual control switches, permission from signal operator must first be obtained; then be governed by Rule 772.

Telephones for communication with signal operator are located in vicinity of each outlying home interlocking signal.

Special Track Number Indicators are located as follows:

On lead entering east end Englewood Yard near MP 355;

On lead entering Englewood Yard at HB&T crossing, Tower 87.

The number displayed designates the receiving track for the train to enter.

The number displayed does not dispense with the observance of other rules or signals, whenever and wherever they may be required.

When number is not displayed in indicators at these points, train entering yard call yardmaster or signal operator for instructions.

Whistle signals:

To Yard from any point o —— ——

To By-Pass Lead, from any point o —— —— o

To East Unit, from any point —— —— ——

Eastward, from any point ——

Westward, from any point —— ——

Tower 68:

Two main tracks between Tower 26 and Tower 87 are designated as follows:

Main Track No. 1 — the north track.

Main Track No. 2 — the south track.

Interlocking limits of Tower 68 on Main Tracks No. 1 and No. 2 extend from:

Interlocking Signals at MP 360.36 (east interlocking limits of Tower 26) to End of Two Main Tracks at Tower 87.

Within these limits the Two Main Tracks are signaled for movements in either direction.

Interlocking limits on other than main tracks are indicated by interlocking signals, and where necessary by signs.

The crossing of the Thoroughfare Tracks with No. 26 lead and Wye, the Baer Route intersection with the Thoroughfare Tracks and switches leading from Westward Thoroughfare Track between No. 26 lead crossing and Track S-13, inclusive, are interlocked. Switches and signals controlled by Tower 68.

The proceed indication of an interlocking signal authorizing entry to the eastward track of the Baer Route will authorize movement against the current of traffic to, but not beyond, automatic signal 026.

Signal 026 on eastward track of Baer Route is controlled by signal operator, Tower 68. When this signal displays stop indication, eastward trains or engines must stop west of Market Street and obtain permission from signal operator before applying Rule 509(d).

Dual control switches equipped with selector lever and hand-throw lever are located as follows:

Switch west end of Tank Track to Main Track No. 2.

Both switches of crossover between Main Tracks No. 1 and No. 2, just west of west switch to Tank Track.

When necessary to hand operate dual control switches, permission from signal operator must first be obtained; then be governed by Rule 772.

Dual control switch from East Leg SA&AP Wye to Tank Track is equipped with crank instead of selector lever. This switch may be cranked by hand on permission from signal operator. Instructions posted in telephone box near switch must be complied with.

Hand-operated switches within interlocking limits are equipped with Electric Switch Locks which operate in accordance with instructions governing Electric Switch Locks except that the following switches and derails cannot be thrown until released by signal operator:

Westward Thoroughfare Track
to Shop Lead..........................Switch and derail
Wallisville Team No. 1..........................Switch and derail
Wallisville Team No. 2..........................Switch and derail
Lead to Englewood Team Tracks..........................Switch and derail
Lead to TOFC Tracks..........................Switch and derail

When signal at Tower 87 cannot be cleared for a westward movement into Main Track No. 1 or No. 2, signal operator, Tower 87, must not authorize train or engine to pass such signal as prescribed by Rule 663, paragraphs (a) and (b) until he has obtained permission for the movement from signal operator, Tower 68.

Whistle signals:

South Unit to Baer Route, westward main ——

South Unit to Baer Route, eastward main —— ——

South Unit, westward thoroughfare track —— —— o

Local Yard to 26 Lead Route o —— o

Local Yard to Middle Trimmer Lead o —— ——

North Unit westward to main tracks o o ——

North Unit to Tank Track o —— —— o

Eastbound thoroughfare to
Englewood Team Tracks —— o ——

To TOFC Tracks from any point —— —— ——

Wye track from any point o o o

Tower 26:

Whistle signals:

Shreveport Line Transfer, from any point o o —— o o

Shreveport Line Connection,
from any point o o —— ——

Freight House Transfer,
from any point —— —— —— o

Old Head, from any point o —— —— o

HB&T Interchange, from any point o o ——

I-GN Interchange track,
Carr Street, from any point —— o

Freight main track westward,
from any point o —— ——

Inbound Enginehouse Lead, from any point —— ——

Outbound Enginehouse Lead,
from any point —— —— o o

New Lead, from any point o —— o ——

Hand-operated switch connecting Sump Track with New Lead (normal position for new lead) opens within interlocking limits. Movement from Sump Track is governed by interlocking signal which will not clear until after switch has been lined.

Telephone for communication with signal operator is located at home signal at the east interlocking limit Lufkin Subdivision.

On post just east of Hardy Street, on south side outbound enginehouse lead.

On pole west end, north side of outbound enginehouse lead.

Tower 71 (MP 1.5, Lufkin Subdivision):

Signals controlled by signal operator Tower 26.

Telephone for communication with signal operator is located on instrument case near HB&T crossing.

Tower 76 (MP 4.1, Lufkin Subdivision):

Signals controlled by signal operator at Percival Junction on HB&T Railroad.

Telephone for communication with signal operator is located at each T&NO home signal.

Tower 108:

Whistle signals:

Main track from any point ——
Direct Navigation Company's track,
from any point o o —— o
MK&T Transfer, from any point o —— —— o
GH&H Connection, from any point o o —— ——
To Peden new shed o —— o ——

Boulevard Junction:

Signals and power-operated switches are controlled by signal operator, Eureka.

Switch connecting westward track of freight route with westward track from direction of Houston (Passenger Station) is spring switch, normal position for movement from the direction of passenger station.

Both switches of crossover and switch connecting eastward track of freight route with westward track from direction of passenger station are dual control equipped with crank.

Switch connecting west lead of Chaney Yard with westward track of freight route and opening within interlocking limits is hand operated. Dwarf signal at fouling point to right of this lead governs movement to westward track of freight route, but will not display proceed indication until after switch has been lined. Permission must be obtained from signal operator before opening this main track switch.

When signals do not display desired indication, member of crew must immediately communicate with signal operator.

When authorized by signal operator, dual control switches may be cranked by hand; instructions for which are posted in telephone box.

Telephones for communication with signal operator are located as follows:

Instrument case at signal bridge.
Instrument case east of Harvard Street.
Instrument house, Heights Boulevard.

Eureka, (Tower 13):

Whistle signals:

Main track for movement with current of traffic, from main track (except Glidden Subdivision main track westward) ——
Glidden Subdivision main track, westward o —— ——
Eastward track, eastward
from any other point —— o o ——
Westward track westward,
from any other point o —— o
Eastward track westward, from any other point o ——
Westward track eastward, from any point —— o ——
To Wye track, from any point o o —— o

When home signal 6 (Glidden Subdivision Eastward Track) in approach of Eureka, displays stop indication, member of crew must communicate with signal operator, Eureka, by telephone before complying with Rule 509(d). This is to avoid stopping engine on curve at Eureka when train cannot be moved through interlocking.

Eastward trains finding signal 112 located West of Clay Road between Eureka and Fairbanks, Ennis Subdivision, displaying yellow aspect will stop at this signal and before proceeding, member of crew will communicate with signal operator. This to avoid blocking crossings between MP 11 and Eureka.

Telephones for communication with signal operator are located as follows:

Signal 6, Glidden Subdivision,
Signal 112, Ennis Subdivision,

In box on pole north side of Main Track, Ennis Subdivision, opposite switch to Houston Shell and Concrete Company.

Bellaire Junction:

Signals and dual control switches are controlled by signal operator, Eureka.

When signals do not display desired indication, member of crew must immediately communicate with signal operator.

When authorized by signal operator, dual control switches may be cranked by hand, instructions for which are posted in telephone box.

Telephone for communication with signal operator is located on west side of instrument house.

Trains or engines on eastward track desiring to move through crossover to westward track must stop short of dwarf signal just east of spring switch, east end of crossover, and obtain permission from signal operator; then if block indicator at the switch indicates "block clear", switch may be lined and when signal displays proceed indication, route may be used.

Hand-operated switch connecting Industrial Lead with eastward track and opening within interlocking limits is equipped with electric lock and is pipe connected to derail at fouling point on Industrial Lead. Before entering or leaving this track, trains or engines must stop short of governing signal and obtain permission from signal operator for the movement. When signal operator releases electric lock, indicator in lock box will show "block clear". Release lock by turning crank to left. Switch and derail may then be lined; then governing signal should display proceed indication. After movement is completed, restore switch and derail to normal position, turn lock crank to right, close and lock door of box.

Unless home signal 70 located just east of Post Oak Road displays proceed indication (green aspect), eastward trains or engines from Bellaire Branch with more than 87 cars must stop before blocking Post Oak Road crossing and communicate with signal operator, Eureka, by telephone located on signal case.

Tower 81 (GC&SF Crossing):

Home interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Whistle signals:

Glidden Subdivision, main track,
eastward or westward ——
Transfer, from any point o —— ——

RULE 680. AUTOMATIC INTERLOCKING

Stella I-GN Crossing:

Home interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

RULE 680. AUTOMATIC INTERLOCKING ON OTHER THAN MAIN TRACK

I-GN Crossing, on Industrial Lead between Tower 108 and Baer.

HB&T Crossing, on Industrial Lead between Tower 108 and Baer.

RULE 716. AUTOMATIC TRAIN STOP

The engineer of an eastward train, equipped with ATS in service, must operate forestalling valve while passing over track magnet located at eastward speed sign reading "Diverging Route 10", located 2500 feet in advance of home signal Tower 81, or an ATS application will result.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Interlocking 26 and Interlocking 108.

Limits extend between:

West limit of Interlocking 26 and East limit of Interlocking 108.

To enter A-PB from connecting track (except from old H E & W T route), if block indicator indicates "block clear" switch may be thrown.

Absolute signal governs movement from old HE&WT route to main track.

If signal fails to display proceed indication, movement may be made as prescribed by Rule 744 and in addition complying with Rule 513.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Between Harrisburg and Tower 86.

Limits extend between:

Absolute signal Harrisburg, MP 7 and

Absolute signal at west interlocking limits of Tower 86.

Signals controlled by signal operator, Harrisburg, acting upon authority of the train dispatcher.

Signals governing movement over Buffalo Bayou Drawbridge 5.10 have plates bearing the letter "A" but serve as both interlocking and absolute signals. Trains stopped by these signals must observe both interlocking and CTC rules. If authorized by signal operator Harrisburg to proceed at restricted speed to the next signal (Rule 776) movement must in addition be preceded through draw span by member of crew as provided in Rule 663(c).

Telephones: "A" Signal MP 7, Harrisburg,
75th Street Spur,
I-GN Crossing (MP 5.6),
Each end Buffalo Bayou Drawbridge 5.10.

Between Tower 26 and Niles:

Limits extend between absolute signal located at west interlocking limits, Maury Street, and absolute signals located at fouling points on eastward and westward tracks at Niles. Signals controlled by signal operator, Tower 26, acting upon authority of the train dispatcher.

Telephones for communication with signal operator are located as follows:

SA Yard crossover, west of Hardy Street.
Old Freight House Lead.
Near Old Signal Shop.
First signal west of North Main Street underpass.
West end Shop Lead.
Signal at Houston Avenue.
Signal at Niles.

MISCELLANEOUS

Movements in Houston Terminals will be made in accordance with the timetables of the various divisions and the main tracks used jointly by trains of the divisions and subdivisions named, as follows:

Englewood and Tower 26	San Antonio, Houston, Dallas and Austin Divisions—Glidden, Lufkin and Ennis Subdivisions; Lafayette Division — Beaumont Subdivision.
Tower 26 and Boulevard Junction via Niles	San Antonio, Houston, Dallas and Austin Divisions.
Houston and Eureka	San Antonio, Houston, Dallas and Austin Divisions.

Houston (Passenger Station):

Unless otherwise directed, Trains 1 and 2 and extra passenger trains will enter and leave station on Track 2; Train 5 will be received on Track 2 and Train 6 will depart from Track 1.

Freight trains operated through Houston Passenger Station Yard will, unless otherwise directed, use either Track 3 or Track 4.

Trains and engines entering, leaving or operating through Houston Passenger Station Yard must run with caution not exceeding 12 MPH between Houston Avenue underpass and San Jacinto Street (Tower 108).

Englewood (Gravity Yard):

Trains or engines arriving Englewood must not exceed 12 MPH from entering switch of receiving track until train or cut has stopped in clear.

Trains and engines must not be permitted to enter the west end of a track of the North or South Units when cars are being pulled from the east end of that track, until the rear car of cut has passed over top of crest.

At the east end of the North or South Units, route being used in pulling cars eastward, over crest, must not be fouled until rear car has passed over top of crest.

Beaumont Subdivision eastward trains, made up in North Unit, must not leave departure track until permission is obtained from Crest Yardmaster. Speaker for communication with Crest Yardmaster is located at intersection of North Departure Lead and North Wing Track.

Eastward freight trains to the Beaumont Subdivision will use the Long Lead in departing Englewood unless otherwise instructed.

Cars must not be detached on Shoulder Lead or on HB&T Connection east of crest at Englewood.

Cars, except cabooses of Beaumont Subdivision trains, must not be detached on the leads to Departure and Receiving Tracks at east end of North Unit, Englewood.

When cabooses are detached on leads to Receiving and Departure Tracks at east end of North Unit, Englewood, caboose or cabooses must be stopped with hand brake. After caboose or cabooses stop, air brakes must be applied by opening conductor's valve. Hand brake and air brakes must remain applied until engine couples to caboose or cabooses.

Gravity Switching:

Light type fixed signal located on Floodlight Tower Structure at the crest in Englewood Yard governs westward movements onto the crest and in gravity switching operations. Repeater light type fixed signals are located at spaced intervals east thereof.

Simultaneous signal indication of these light type fixed signals are as follows:

Aspect RED—Indication: STOP

Aspect GREEN—Indication: PROCEED NORMAL HUMPING SPEED

Aspect YELLOW—Indication: PROCEED REDUCED HUMPING SPEED

Aspect FLASHING RED—Indication: BACK

West of the crest, fixed signals are located to govern movements through retarders and into and out of the Bowl Classification Tracks as follows:

Aspect RED—Indication: STOP

Aspect GREEN—Indication: PROCEED

In humping operations stop indication of fixed signals supersede hand signals or oral instructions to proceed or back.

Movement of Engines. Between Hardy Street and Englewood, DF and DP class engines must be operated from cab in direction of movement.

Between Hardy Street and Houston (Passenger Station), DF and DP class engines must be operated from cab in direction of movement, except that when there is no control cab on the leading unit, they may be operated from cab in trailing unit but must not exceed 10 MPH approaching and moving over public crossings at grade.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
5.10	Buffalo Bayou Drawbridge	Overhead & Side
3.78	Tower 86, Signal Bridge	Overhead & Side
360.50	Tower 26, Signal Bridge	Overhead & Side
361.90	Tower 108, Main Street Viaduct	Overhead
1.20	Houston (Passenger Station) Depot Umbrella Sheds	Overhead & Side
3.20	Boulevard Junction, Signal Bridge	Overhead & Side

SPEED RESTRICTIONS

Trains and engines must not exceed:

15 MPH on both main tracks around curve west of Eureka (towards Bellaire Junction).

15 MPH between Boulevard Junction and Maury Street via Niles.

10 MPH through east leg of Wye, Lufkin Subdivision, at Tower 26.

30 MPH on main tracks between Tower 26 and Tower 87.

West Junction: Maximum speed over junction switches and turn out:

Westward from westward track to single track, trailing through spring switch	20 MPH
Westward from eastward track to single track, over dual control switch	20 MPH
Eastward on diverging route to eastward track, over dual control switch	20 MPH
Eastward on straight track, facing point movement over spring switch	35 MPH

Houston City Ordinance provides: Trains and engines must not exceed 20 MPH entering any street crossing through corporate limits of Houston except as follows:

Ennis Subdivision

30 MPH from City Limits MP 14.14 to Houston (Passenger Station)

Glidden Subdivision

60 MPH from City Limits MP 16.42 to but not including South Post Oak Road MP 13.54

45 MPH from South Post Oak Road MP 13.54 to Tower 81, except Knight Road

20 MPH entering Knight Road MP 9.56 (east end of Stella)

60 MPH from West Junction to Eureka

30 MPH from Eureka to Houston (Passenger Station)

Beaumont Subdivision

50 MPH from City Limits MP 352.88 to Tower 87.

30 MPH from Tower 26 to Houston (Passenger Station).

Lufkin Subdivision

30 MPH from City Limits MP 7.24 to Quitman Street MP 1.42

The above does not relieve trains and engines from complying with other speed restrictions shown in Special Instructions, Timetable Bulletin, train order or indicated by speed signs.

Mile Post Location of City Limits

Galveston Branch	MP 10.90
Beaumont Subdivision	MP 352.88
Lufkin Subdivision	MP 7.24
Ennis Subdivision	MP 14.14
Bellaire Branch	MP 11.74
Glidden Subdivision	MP 16.42

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	El Paso to Sierra Blanca	Sierra Blanca to Valentine	Valentine to Etholen	Etholen to El Paso	Valentine to Lull	Lull to Del Rio	Paisano to Valentine	Del Rio to Paisano	Del Rio and Sabinal	Sabinal and LaCoste
DF-2-4-9-10-11-13	300-379, 501-553	5000	7500	6200	7500	5600	7500	7500	4800	7500	5600
DF-14	600-637, 700-725	9400	14080	10200	12360	9700	13080	13080	9240	12100	9640
DF-600-601-602-604-605-607-611-612	400-410, 240-249, 280-283, 411-458, 5608 & 5621	2350	3520	2550	3090	2425	3270	3270	2310	3025	2410
DF-400-401-402	108-112, 113-118, 123-128	1365	2060	1480	1800	1400	1910	1910	1335	1750	1395
DF-302	12-16	960	1450	1040	1275	990	1355	1355	940	1250	980
DF-115-119-126	170-176, 155-169, 5498-5501, 5504-5507	3150	4690	3380	4110	3250	4355	4355	3060	4025	3200
DF-502	250-252	2900	4650	3360	4080	3215	4335	4335	3045	3975	3155
DS-5 & 6	10-11	850	1260	900	1115	860	1180	1180	820	1100	855
DS-105	30-71, 89-94	1300	1950	1410	1720	1340	1820	1820	1270	1690	1330
DS-109	72-88	1140	1700	1225	1495	1160	1585	1585	1100	1450	1155
DS-111	95-104	1300	1950	1410	1720	1340	1820	1820	1270	1690	1330
DS-112-114	105-107, 121-122	1275	1930	1390	1695	1325	1795	1795	1255	1650	1315
DS-300-301-302	187-188, 189-190, 177-184	2540	3800	2740	3320	2600	3520	3520	2470	3250	2580
DS-303	185-186	3150	4690	3380	4110	3250	4355	4355	3060	4025	3200

CLASS	ENGINE NUMBERS	LaCoste and San Antonio	San Antonio to Seguin & Weimar to Glidden	Glidden to Kingsbury & Seguin to Weimar	Kingsbury to San Antonio	San Antonio to Kerrville & Kerrville to Camp Stanley	Camp Stanley to San Antonio	Eagle Pass to Spofford	Spofford to Eagle Pass	Harwood and Gonzales
DF-2-4-9-10-11-13	300-379, 501-553	7500	7500	6000	7500	5000	6000	7500	7500	
DF-14	600-637, 700-725	13900	14600	8760	12800	8400	15440	12360	15840	
DF-600-601-602-604-605-607-611-612	400-410, 240-249, 280-283, 411-458, 5608 & 5621	3475	3650	2190	3200	2100	3860	3090	3960	
DF-400-401-402	108-112, 113-118, 123-128	2030	2150	1260	1860	1100	2260	1800	2320	
DF-302	12-16	1440	1515	900	1325	750	1600	1275	1650	
DF-115-119-126	170-176, 155-169, 5498-5501, 5504-5507	4625	4875	2925	4250	2520	5140	4110	5290	
DF-502	250-252	4595	4835	2805	4225	2500	5100	4085	5245	
DS-5 & 6	10-11	1260	1320	775	1150	660	1400	1115	1445	1100
DS-105	30-71, 89-94	1940	2040	1200	1780	1040	2150	1720	2220	
DS-109	72-88	1685	1775	1050	1550	900	1875	1495	1930	
DS-111	95-104	1940	2040	1200	1780	1040	2150	1720	2220	
DS-112-114	105-107, 121-122	1910	2000	1190	1750	1025	2120	1695	2180	
DS-300-301-302	187-188, 189-190, 177-184	3745	3950	2350	3450	2025	4160	3320	4285	
DS-303	185-186	4625	4875	2925	4250	2520	5140	4110	5290	
	TNO-17		—	—	—	—	—	—	—	550

CLASS	ENGINE NUMBERS	Victoria and Beeville	San Antonio and Kenedy	Kenedy to Beeville	Beeville and Corpus Christi	Beeville to Kenedy	Skidmore and Alice	Alice, McAllen and Brownsville
DF-2-4	300-353, 501-541	7500	5250	5000	10000	5850	6650	8000
DF-9-10-11-13	354-379, 542-553	8800	6600	6000	12000	6400	7800	14920
DF-14	600-637, 700-725	14000	9400	8600	20000	9000	12000	21200
DF-115-119-126	155-176, 5498-5501, 5504-5507	4250	3150	2900	5700	3000	3700	6500
DF-502	250-252	4225	3125	2850	5640	2945	3670	6415
DF-302	12-16	1350	1000	900	1800	1000	1150	2700
DF-400-401-402	108-112, 113-118, 123-128	1850	1375	1350	2500	1450	1650	3500
DF-600-604-605-607-611-612	400-458, 5608 & 5621	3500	2350	2150	5000	2250	3000	5300
DF-601-602	240-249, 280-283	3500	2350	2150	5000	2250	3000	5300
DS-105-111	30-104	1750	1300	1200	2350	1250	1500	3500
DS-112	105-107	1750	1300	1200	2350	1250	1500	3500
DS-114	121-122	1750	1300	1200	2350	1250	1500	3500
DS-300-301	187-190	3450	2550	2300	4650	2400	3000	5850
DS-302	177-184	3450	2550	2300	4650	2400	3000	5850
DS-303	185-186	4250	3150	2900	5700	3000	3700	6500

Ratings shown for nominal class DF 2 through 14 are applicable to 4-unit engines. To determine rating with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

Rating for SSW 1500 HP engines will be the same as T&NO class DF 2-13.

Ratings for SP engines will be the same as ratings for T&NO engines of the same class.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	Houston and Galveston	Houston to Goodrich	Goodrich to Nacogdoches	Nacogdoches to Appleby	Appleby to Garrison	Garrison to Shreveport	SSW Yard to Jordan	Shreveport Yard to Joaquin	Joaquin to Garrison	Garrison to Appleby	Appleby to Diboll	Diboll to M. P. 98.5	M. P. 98.5 to Moscow	Moscow to Leggett	Leggett to Napier	Napier to Houston
DF-2-4-9-10-11-13	300 to 379 & 501 to 553	14920	10000	6250	6000	6000	6000	6000	6250	6000	6000	6250	6250	6250	6250	8000	10000
DF-14	600 to 637 & 700 to 725	21200	21200	10600	8800	7300	9100	8660	10200	8660	7300	10240	8800	9240	10240	18400	21200
DF-600, 601, 602, 604, 605, 607, 611 & 612	400 to 410, 240 to 249, 280 to 283 & 411 to 458, 5608 & 5621	5300	5300	2650	2200	1825	2525	2165	2550	2165	1825	2560	2200	2310	2560	4600	5300
DF-400-401-402	108 to 112 & 113 to 118 & 123 to 128	3160	3160	1550	1275	1050	1450	1250	1475	1250	1050	1500	1275	1335	1500	2700	3160
DF-302	12 to 16	2700	2700	1100	900	735	1040	875	1050	875	735	1060	900	940	1060	1930	2700
DF-115-119-126	170 to 176 & 155 to 169, 5498-5501 5504-5507	6500	6500	3500	2925	2250	3350	2875	3375	2875	2250	3410	2925	3060	3410	6160	6500
DF-502	250-252	6415	6415	3630	2900	2415	3330	2850	3365	2850	2415	3395	2895	3045	3395	6100	6415
DS-105, 111, 112 & 114	30 to 71, 89 to 94, 95 to 104, 105 to 107, 121 & 122	3040	3040	1450	1200	1000	1375	1175	1400	1175	1000	1420	1200	1270	1420	2575	3040
DS-109	72 to 88	2640	2640	1250	1050	875	1200	1025	1225	1025	875	1240	1050	1100	1240	2250	2640
DS-300, 301 & 302	187 to 188, 189 to 190 & 177 to 184	5850	5850	2850	2350	1950	2700	2300	2740	2300	1950	2750	2350	2470	2750	5000	5850
DS-303	185 to 186	6500	6500	3500	2925	2250	3350	2875	3375	2875	2250	3410	2925	3060	3410	6160	6500
DS-5-6	11 & 10	1980	1980	950	775	600	900	750	910	750	600	920	775	820	920	1690	1980

CLASS	ENGINE NUMBERS	Tower 17 and Victoria	Wharton and Palacios	Yoakum to Cuero	Cuero to Yoakum	Cuero and Kenedy	Victoria and Cuero	Cuero and Stockdale	Glidden to Ramsey & Houston to Glidden	Ramsey to Houston
DF-2-4	300 to 353, 501 to 541	10000	14920	6600	6600	6600	7250	6400	12840	15670
DF-9-10-11-13	354 to 379, 542 to 553	14920	14920	7400	7300	6600	12000	6400	12840	15670
DF-14	600 to 637, 700 to 725	21200	21200	11200	10600	9400	20000	9200	21200	22600
DF-400-401-402	108 to 112, 113 to 118, 123 to 128	3500	3500	1750	1700	1500	2500	1400	3160	3320
DF-302	12 to 16	2700	2700	1150	1100	1000	1800	950	2250	2360
DF-600-601-602-604-605, 607-611-612	400 to 458, 240 to 249, 280 to 283 5608& 5621	5300	5300	2800	2650	2350	5000	2300	5300	5565
DF-115-119-126	155 to 176, 5498-5501, 5504-5507	6500	6500	3600	3500	3150	5700	3100	6800	6900
DF-502	250-252	6415	6415	3565	3495	——	——	3130	6310	6310
DS-5-6	10 to 11								1980	2080
DS-105	30 to 71, 89 to 94								3040	3190
DS-109	72 to 88								2640	2770
DS-111	95 to 104								3040	3190
DS-112-114	105 to 107, 121 to 122	3500	3500	1500	1450	1300	2350	1250	2975	3190
DS-300-301	187 to 190								5850	6140
DS-302	177 to 184	5850	5850	2900	2850	2500	4650	2500	5850	6140
DS-303	185 to 186	6500	6500	3600	3500	3150	5700	3100	6800	6900

Ratings shown for nominal class DF 2 through 14 are applicable to 4-unit engines.

To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

Ratings for SSW 1500 HP engines will be the same as T&NO class DF 2-13.

Ratings for SP engines will be the same as ratings for T&NO engines of the same class.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	Denison & Sherman	Sherman & Miller	Miller & Ennis	Dallas to Seagoville	Seagoville to Dallas	Seagoville to Mabank	Mabank to Athens	Athens to MP 212, Jacksonville to Nacogdoches	MP 212 to Jacksonville	Nacogdoches to Mahl	Mahl to Jacksonville, MP 206.38 to Seagoville	Jacksonville to MP 206.38
DF-2-4-9-10-11-13	300 to 379, 501 to 553	5200	5800	6000	14000	14400	9640	7320	9640	6760	6760	9640	6760
DF-14	600 to 637, 700 to 725	8900	9800	10080	19000	20720	13900	10580	13900	9800	9800	13900	9800
DF-600, 601, 602, 605, 604, 607, 611 & 612	400 to 410, 240 to 249, 5608, 5621 280 to 283, 411 to 458	2225	2450	2520	4750	5180	3475	2645	3475	2450	2450	3475	2450
DF-400, 401, 402	108 to 112, 113 to 118, 123 to 128	1290	1425	1465	2800	3050	2030	1535	2030	1425	1425	2030	1425
DF-302	12 to 16	900	1000	1030	2000	2175	1440	1085	1440	1000	1000	1440	1000
DF-115 & 119 & 126	155 to 169, 170 to 176, 5498-5501 5504-5507	2975	3200	3350	6375	6500	4625	3510	4625	3200	3200	4625	3200
DF-502	250 to 252	2965	3245	3335	6310	6415	4500	3995	4595	3245	3245	4500	3245
DS-5 & 6	10 & 11	800	875	900	1750	1900	1260	945	1260	875	875	1260	875
DS-105, 111, 112 & 114	30 to 71, 89 to 94, 95 to 104, 105 to 107, 121 & 122	1225	1350	1395	2650	2900	1940	1460	1940	1350	1350	1940	1350
DS-109	72 to 88	1050	1175	1210	2325	2550	1685	1270	1685	1175	1175	1685	1175
DS-300, 301 & 302	187 to 190, 177 to 184	2400	2630	2700	5170	5650	3745	2835	3745	2630	2630	3745	2630
DS-303	185 & 186	2975	3200	3350	6375	6500	4635	3510	4625	3200	3200	4625	3200

CLASS	ENGINE NUMBERS	Ennis to Fort Worth	Fort Worth to Ennis	Ennis & Hearne	Hearne & College Station	College Station to Hempstead	Hempstead to College Station	Hempstead & Houston	Hearne & Yoakum	Hempstead & Austin	Austin & Llano	Waco & Bremond	Cameron & Waco
DF-2-4-9-10-11-13	300 to 379, 501 to 553	6000	5600	7600	6800	9200	8000	10000	6800	6800	6400	6800	6800
DF-14	600 to 637, 700 to 725	10080	9400	12200	11120	17040	13900	21200	11120	9400	10080	10240	10200
DF, 600, 601, 602, 605, 604, 607, 611 & 612	400 to 410, 240 to 249, 5608, 5621 280 to 283, 411 to 458	2520	2350	3050	2780	4260	3475	5300	2780	2350	2520	2560	2550
DF-400, 401, 402	108 to 112, 113 to 118, 123 to 128	1465	1375	1775	1615	2500	2030	3500	1615	1375	1465	1500	1475
DF-302	12 to 16	1030	960	1260	1140	1780	1440	2700	1140	960	1030	1060	1050
DF-115 & 119 & 126	155 to 169, 170 to 176, 5498-5501 5504-5507	3350	3150	4075	3690	5695	4625	6500	3690	3150	3350	3410	3375
DF-502	250 to 252	3335	3130	4040	5645	5695	4500	6415	3670	3130	—	—	—
DS-5 & 6	10 & 11	900	850	1100	995	1560	1260	1980	995	850	900	920	910
DS-105, 111, 112 & 114	30 to 71, 89 to 94, 95 to 104, 105 to 107, 121 & 122	1395	1300	1675	1530	2390	1940	3500	1530	1300	1395	1420	1400
DS-109	72 to 88	1210	1130	1475	1340	2080	1685	2640	1340	1130	1210	1240	1225
DS-300, 301 & 302	187 to 190, 177 to 184	2700	2550	3275	2980	4615	3745	5850	2980	2550	2700	2750	2740
DS-303	185 & 186	3350	3150	4075	3690	5695	4625	6500	3690	3150	3350	3410	3375

Ratings shown for nominal class DF-2 through 14 are applicable to 4-unit engines. To determine rating with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

Ratings for SSW 1500 HP engines will be the same as T&NO class DF 2-13.

Ratings for SP engines will be the same as ratings for T&NO engines of the same class.

SAN ANTONIO DIVISION

The Valentine, Del Rio and Corpus Christi Subdivisions, and that portion of the Flatonia Subdivision San Antonio to Flatonia, inclusive, and the Gonzales Branch; that portion of the Glidden Subdivision Flatonia to, but not including Glidden; that portion of the Victoria Subdivision, Brownsville to, but not including Victoria; and the McAllen Branch, will be under the jurisdiction of the Superintendent of the San Antonio Division.

HOUSTON DIVISION

That portion of the Glidden Subdivision, Glidden to Englewood, inclusive; the Bellaire and Galveston Branches; Lufkin Subdivision; and that portion of the Victoria Subdivision, Victoria to Tower 17, inclusive; and the Port Lavaca, Yoakum, Cuero, Palacios and Guy Branches will be under the jurisdiction of the Superintendent of the Houston Division.

DALLAS AND AUSTIN DIVISIONS

That portion of the Flatonia Subdivision, Flatonia to Hearne; Llano, Austin and Shiner Branches; and the Ennis Subdivision, will be under the jurisdiction of the Superintendent of the Dallas and Austin Divisions.

SPECIAL INSTRUCTIONS—VALENTINE SUBDIVISION

RULE D-71. Trains may move between El Paso (Union Depot) and Belen irrespective of timetable superiority but must avoid delaying first-class trains.

RULE 82-A. Trains originating at El Paso (Union Depot) will receive clearance and train orders via pneumatic tube receptacle located in trainmen's register room El Paso (Union Depot).

Trains of the T&P Railroad originating at Tower 47 will obtain clearance and train orders at T&P Yard Office, El Paso.

RULE 83. Eastward and/or westward trains may identify trains in either direction between Paisano and Alpine to be applied at either Paisano or Alpine. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and Rule 14 (k) will apply.

RULE 83-A. At the following stations only the trains indicated will register:

El Paso (Cotton Ave.) . . . Trains originating or terminating.
Sierra Blanca — All trains.

Trains of the T&P Railroad originating or terminating at Tower 47 will register at the T&P Yard Office, El Paso.

RULE 83-B. At open train-order offices, trains may register by ticket at follows:

Sierra Blanca — All trains.
Valentine — No. 1 and No. 2.

Trains originating or terminating at El Paso (Union Depot) will register by ticket, placing ticket in pneumatic tube receptacle located in trainmen's register room for transmission to Tower 196.

RULE D-97-A. Applies between El Paso (Union Depot) and Belen.

RULE 221. El Paso (Cotton Ave.) is a train-order office only for trains originating.

RULE D-251. Applies on both main tracks between Tower 47 and Belen.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

RULE 82-A. Crew ordered for No. 16 may assume schedule and leave Gonzales without clearance.

Crew arriving Harwood on No. 16 may assume schedule of No. 17 without clearance.

Crew ordered for No. 18 may assume schedule and leave Gonzales without clearance.

Crew arriving Harwood on No. 18 may assume schedule of No. 19 without clearance.

RULE 83. Eastward trains may identify No. 1 or a section thereof between San Antonio and East Yard to be applied at end of double track. Trains approaching each other between these stations must reduce speed sufficiently to permit identification.

RULE 83-A. At the following stations only the trains indicated will register:

Flatonia	Trains originating or terminating.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

East Yard	No. 1 and No. 2.
Flatonia	Trains originating or terminating.

RULE 208. Fourth paragraph will not apply to westward trains at Flatonia. Train order restricting movement of westward train at that station may be delivered at Flatonia while train is moving but the operator must not clear the interlocking signal at leaving end of siding until train has stopped.

RULE 221. Following are train-order offices only as indicated:

East Yard	Trains originating.
Gonzales	8:00 AM to 5:00 PM daily except Saturdays, Sundays, and Holidays.

SPECIAL INSTRUCTIONS—GLIDDEN SUBDIVISION

RULE 82-A. Westward first-class and extra trains originating at Houston may assume the schedule or section, or run extra, as ordered, displaying train indication and markers, and signals if required, as instructed by train dispatcher or yardmaster, without clearance, but must obtain clearance OK'd by Chief Train Dispatcher before leaving Eureka.

Eastward trains originating at Galveston may assume the schedule or section, or run extra, as ordered, displaying train indicators and markers, and signals if required, as instructed by train dispatcher or yardmaster, without clearance, but must obtain clearance OK'd by Chief Train Dispatcher before leaving Lift Bridge.

RULE 83. Westward trains enroute Bellaire Branch via Bellaire Junction may identify an eastward train from the Bellaire Branch only between Boulevard Junction and Bellaire Junction to be applied at Bellaire Junction.

RULE 83-A. At the following stations, only trains indicated will register:

Flatonia	All trains.
Tower 17	No. 1 and trains originating or terminating.
Houston	Trains originating or terminating.
Tower 81	Trains originating or terminating.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Flatonia	All trains.
Glidden	First-class trains.
Tower 17	No. 1 and trains originating or terminating.
Tower 81	Trains originating or terminating.

RULE 95. Sections of westward first-class trains may be authorized at Eureka by clearance bearing the words "green signals" or "no signals" following the section number.

Sections of eastward trains may be authorized at Lift Bridge by clearance bearing words "green signals" or "no signals".

RULE 208. Fourth paragraph will not apply to westward trains at Flatonia, Eagle Lake and Tower 17. Train order restricting movement of a westward train at that station may be delivered at Flatonia, Eagle Lake or Tower 17 while train is moving but the operator must not clear the interlocking signal at leaving end of siding until train has stopped.

RULE 221. Following are train-order offices only as indicated:

Eureka	Westward trains.
Tower 81	Trains originating.
Harrisburg	Westward Galveston Branch trains.
Lift Bridge	Eastward trains.

RULE D-251. Will apply on double track between:

Tower 86 and Englewood
Houston, Eureka and West Junction.

SPECIAL INSTRUCTIONS—LUFKIN SUBDIVISION

RULES 20, 21-A, and 21-B. Between Jordan and Shreveport (S.S.W. Yard) train indicators and signals will be displayed as authorized on the Lufkin Subdivision.

RULE 82-A. Trains originating Jordan will obtain clearance and train orders at Shreveport (S. S. W. Yard).

RULE 83. A westward train checking an opposing regular train on train register at Shreveport (S. S. W. Yard), or identifying an opposing train between Shreveport (S. S. W. Yard) and Jordan will not be required to check against the same train before leaving Jordan.

Eastward trains may identify Westward trains between Englewood and Tower 26 to be applied at the end of two main tracks. Trains approaching each other between these stations must reduce speed sufficiently to permit identification and Rule 14(k) will apply.

SPECIAL INSTRUCTIONS—CORPUS CHRISTI AND VICTORIA SUBDIVISIONS

RULE 82-A. Crew ordered for No. 377 may assume that schedule and leave Yoakum without clearance.

Crew arriving Kenedy, or any intermediate station, on No. 377, may assume schedule of No. 378 at such station without clearance, and without train-order authority.

Crew arriving Palacios, or any intermediate station, on No. 381 may assume schedule of No. 382 at such station without clearance, and without train-order authority.

Crew assigned to No. 376 may assume the schedule of No. 376 and leave Stockdale without clearance.

RULE 83. An inferior train identifying a superior train in either direction within CTC limits between Skidmore and Beeville, or on double track between Tower 112 and East Yard will not be required to check against the same train before leaving CTC limits or passing from double to single track.

RULE 83-A. At the following stations only the trains indicated will register:

Wharton	Trains originating or terminating.
Wharton Jct.	Trains directed to register by train order.
Newgulf	Westward trains.
Gregory	Trains originating or terminating and trains directed by train order to register.
Edinburg Jct.	Only trains directed by train order to register.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Tower 17	Trains originating or terminating.

RULE 204. Trains, with the same conductor and engineer operating through stations indicated, may be issued train orders on one subdivision which affect their movements on other, or both subdivisions:

Skidmore	Trains of the Victoria and Corpus Christi Subdivisions
Beeville	Trains of the Victoria and Corpus Christi Subdivisions

Where the junction point is a train-order office, extra trains holding through running orders may leave such junction station without a clearance if train-order signal indicates "proceed."

RULE 221. Beeville is a train-order office for eastward trains only.

SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION

RULE 21. An inferior train identifying a superior train in either direction within CTC limits between T&P Junction and Miller will not be required to check against the same train before leaving CTC limits.

RULE 82-A. Crew arriving Paris on No. 262 may assume the schedule of No. 261 without clearance.

Eastward trains of the Jacksonville Branch originating at Miller must obtain clearance at Belt Junction.

Eastward trains originating Peach Street Junction will obtain clearance at East Waco.

RULE 83-A. At the following stations, only the trains indicated will register:

North Sherman Junction	Trains originating or terminating.
Sherman	Trains originating or terminating.
Belt Junction	Trains to or from Jacksonville Branch.

RULE 83-B. At open train-order offices trains may register by ticket as follows:

Denison	Trains to or from the StLSF&T Railway.
Sherman	Trains originating or terminating.
Belt Junction	Trains to or from Jacksonville Branch.

RULE 97. Within CTC limits or on Double Track between T&P Junction and Miller and between Belt Junction and Forest Avenue trains may run extra without train-order authority, moving with the current of traffic on double track. Train signals or train indicators authorized or displayed before entrance will be displayed through these limits.

RULE 221. Following are train-order offices only as indicated:

North Sherman Jct.	Trains originating
Belt Junction	Eastward Jacksonville Branch trains
Eureka	Westward trains
Athens	9:00 AM to 6:00 PM daily except Saturdays, Sundays and Holidays

Eastward trains originating T&P Junction may leave without clearance if train-order signal is displaying proceed indication.

Light will not be displayed in train-order signal McKinney except when train-order operator on duty.

RULE D-251. Will apply on double track between Forest Avenue and Belt Junction.